

# THE ILLUSTRATED LONDON NEWS



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FOR THE WEEK ENDING SATURDAY, APRIL 10, 1852.

[SIXPENCE.]

## THE NATIONAL INCOME, AND OUR FUTURE FINANCIAL POLICY.

THE Property and Income Tax expired on Monday last, and awaits renewal at the hands of the present Parliament, which, moribund although it be, possesses vigour and vitality enough for the task. The Chancellor of the Exchequer, reminded of the fact by Mr. Hume, has announced his intention of informing the House, on its re-assembling after the Easter holidays, on what day he will introduce the financial statement of the Government. Mr. Disraeli, it appears, will not wait for the report of the committee appointed last session, and of which he himself is a member, to consider the possibility of making this inevitable tax a just one, but will introduce his Budget without delay. It is to be regretted that the committee has not made sufficient progress with its labours to declare its opinions before the Chancellor of the Exchequer asks the renewal of the tax; but it is clearly the duty of the Government to pursue an independent course upon the matter, and to bring forward the Budget at the earliest possible moment.

In the meantime the country has before it the returns of the national income and expenditure for the year and the quarter ending on the 5th of April. While Protectionists—a rapidly diminishing body among men who think—are loudly asserting that the country is driving down the steep hill of perdition in consequence of its Free-trade policy, it is fortunate that facts invariably disprove the assertion. It is not only one fact, or one series of facts, but all facts and all series of facts, considered from any point of view we please, that lead to the same irresistible conclusion. All the friends of Free Trade, whether Conservatives, Whigs, Radicals, or entirely neutrals in politics, may thus justify their determination to suffer no change to be made in the system which produces such striking and happy results.

There are three different ways in which the annual statement of the national income may be considered and tested. The financial year ends on the 5th of April. To compare the quarter ending

on that day with the quarter preceding it, is one mode of arriving at a result; to compare it with the corresponding quarter in the preceding year, is a second mode; and to compare the whole year with the year before it, is the third. Let us shortly glance at the mass of figures presented by the national balance-sheet, and see what facts can be discovered under each of these methods for arriving at a clear understanding of our position and prospects. If we compare the quarter ending on the 5th of April, 1852, with that ending on the 5th of January, 1852, we find, with an increase under several heads that are usually supposed to show whether the people be well fed and employed, a general decrease in the national income of no less than £725,000. Let us not, however, be alarmed, but investigate the matter more closely. If, in like manner, we compare the quarter ending on the 5th of April, 1852, with that ending on the 5th of April, 1851, we find under the head of Customs Duties an increase of £66,759, and under that of Excise an increase of £89,528—items which show on the part of the people an increased consumption of various articles conducive to their comfort and their luxury. If, entering still more deeply into the figures, we compare the year ending on the 5th of April, 1852, with the year ending on the 5th of April, 1851, we find that on the Customs there is an increase of £97,266, on the Excise of £57,674, and on the Post-office of £190,000. This last is due principally, we suppose, to the great mass of correspondence caused by the rise and progress of the Great Exhibition. On the Crown lands there is an increase of £30,000, which we cannot explain, although, doubtless, it is explicable enough; and in the Miscellaneous department there is an increase of £39,434. This, however, is but one side of the question. On the other hand, there is a decrease of £203,998 in the Stamp Duties, of £659,505 on the Assessed Taxes, and of £119,597 on the Property and Income Tax, amounting to a general decrease on the financial year of £707,558. But the decrease is neither alarming nor surprising, nor in any way unforeseen; it is, in fact, as great a proof of the national prosperity as the increase under the Customs and the Excise. In

the first place, Sir Charles Wood having, in 1850, a surplus to deal with, materially reduced the oppressive Stamp Duties, after two or three, if not half a dozen, unsuccessful attempts to compromise them in a manner satisfactory to the legal profession and the public. This accounts for the decrease under that head. In the second place, the same Minister had a still larger surplus in 1851; and, being puzzled what tax to abolish or reduce, amid the multitude of interests that thundered at the doors of the Treasury to secure his favourable attention, decided in favour of the Window-tax, and swept off an amount of revenue considerably exceeding a million and three-quarters, substituting an Inhabited House Duty of a much smaller amount. When it is borne in mind that there was certain to be a loss of income under this head, and that the Inhabited House Duty has not yet been half collected in any part of the country, it will be seen that here at least is no symptom of national retrogression, and that the decrease proves nothing but the prosperity of the nation that has a surplus of revenue over expenditure, notwithstanding such heavy reductions.

In the third place we have the decrease on the Property and Income Tax to consider. But, like the other two, it is not of a nature to disprove the general prosperity of the country. While at first glance it would seem to contradict all the evidence afforded by the other returns, we have only to look to the working of the measure to find an explanation of the decrease perfectly consistent with the well-known increase of the national wealth. As incomes under £150 per annum are, as we think, very unjustly and unwisely exempt from the operation of the tax, it may follow that the principal increase of comfort and prosperity proved by the Customs and Excise returns has taken place among the poorer classes. This we believe to be, to a certain extent, true, and it is a matter for rejoicing if it be so; but we think the fact of the general decrease in the proceeds of this particular tax at a time when pauperism has diminished, when trade and employment have increased, and when the consumption of beer, spirits, tobacco, tea, coffee, and sugar is larger than ever, tends to



THE OXFORD AND CAMBRIDGE EIGHT-OARED BOAT RACE.—SKETCHED BETWEEN PUTNEY AND MORTLAKE.—(SEE NEXT PAGE.)



FOREIGN AND COLONIAL NEWS.

FRANCE.

Louis Napoleon is fast advancing towards the completion of his most sanguine hopes. The Imperial throne is within view, and may be considered as attainable at the will of the Prince. The only matter of doubt appears to be as to the moment of fitting convenience when he may choose to assume the title of Emperor of the French; but the thing itself seems settled, and he has obtained the grand desideratum which formed the ground of so much ill-will between him and the late Legislative Assembly—a large dotation. The first main act of the new Senate has been to vote M. Bonaparte 12,000,000 francs a year (£480,000), and to appropriate the national palaces, parks, gardens, furniture, &c. to his use, together with the right of shooting and hunting in the national woods and forests of Versailles, Fontainebleau, Compiègne, Marly, and St. Germain. All the public bodies of the State have now taken the oath of allegiance to him; and he has experienced the gratification of receiving in due form what he so much desired and needed to consolidate his position, viz. the homage of the Church in the person of its leading dignitaries.

The occasion chosen for this latter important occurrence was on the presentation in the chapel of the Tuilleries, on Sunday last, of the *barrette* sent by the Pope to M. Donnet, Archbishop of Bordeaux, recently nominated Cardinal.

The speech of M. Donnet is of special importance, as showing how complete is the adhesion of the clergy to the new order of things. It is as follows:—

Monseigneur,—Religion restored to our temples, justice resuming her majesty and her rights, internal tranquillity maintained in the midst of foreign wars; in a word, the country at once saved from conflagration, pillage, and extermination—such were the first impressions of my early life, and he to whom my country owed such benefits bore your name.

France is not ungrateful; fifty years later, that name, hailed as a recollection and a hope, was borne from cities to the plains on two occasions, and was transformed into two immense facts by the most spontaneous and irresistible outburst of which the history of any people makes mention. We must presume that the Almighty does not interfere with the government of this lower world if we refuse to see in these facts the hand of Providence revealing itself alternately severe and merciful. The period is too short that separates us from the tempest which convulsed the world, for us to forget that confusion pervaded all—that institutions tottered as in the vapour of intoxication, and that the earth trembled to its foundation. A few hours sufficed, and France proved to the universe that she is only anarchical when taken by surprise; and the nation remembers that she has not been free and proud but under a chief with whom she feels that she exists, and in whom she is personated, as you, Monseigneur, in the midst of her dearest interests.

I wished to pay the debt of my country before paying my own. You have pointed me out to the benevolence of the Supreme Pontiff, and I am this day a member of the Sacred College, and associated in the work of the immortal Pius IX., to alleviate those afflictions, to partake those labours, it may some day be permitted me. I shall only see in this august dignity, and in the right it gives me of a seat in the Senate, but an additional obligation to labour for the good of the Church and of France, as I have only seen in the honour of succeeding a sainted prelate the obligation of continuing under the Roman purple, and, in all the acts of my life, the apostolic mission of the incomparable Cardinal de Cheverus. The very name recalls the memory of the most touching sensibility, the most tender charity, and the most sublime meekness. If society seems to be menaced with ruin everywhere, it is because it wants the moral authority which binds it together and vivifies it. You have desired, Monseigneur, by the addition to the Senate of some members of the French Episcopate, to level the wall of separation which had been in these latter times erected between the spiritual and temporal powers. "If the clergy have not been exiled with Charles X." (it was remarked towards the close of 1830), "they were dethroned with him." We utter no complaint—we cast no look of sadness on the past—we do not ask to make our kingdom of this world; but do we merit censure or anger because we pay to the Commonwealth, on every occasion, the tribute of our experience and of our devotedness? There was a time when France did not complain at seeing her most important interests entrusted to the patriotism of her Pontiffs; she was proud that the holy tribe furnished not only defenders of the faith, but professors in all her sciences, jurisconsults, and statesmen. Perchance there would be some advantage now, as before, in the closer understanding of the Church and the people. The contact between persons whose intentions are the same, those benevolent relations, those common labours, that interchange of useful thought, would prove to our age that the clergy is sustained by other things than regrets and hopes; and how precious is the use the Church knows how to make of liberty when it is loyally given to her! A dominant clergy is foreign to all our ideas; a pious, enlightened, and conciliating clergy is of all countries and of all times. Let noble hearts, then, unite; let all upright mind; understand each other; let not the Church be destined to undergo new restraints; let us show ourselves without distrust towards her, and each one in his sphere of action will labour for the re-establishment of justice, of authority, so fatally lost sight of in the anarchy of revolutions. We had, in fact, lost respect for all things. That word which has had so great an echo in the world is of itself the most complete and the most energetic explanation of the malady under which we are suffering. That respect, the want of which has been so painfully felt, must be restored, if we desire to labour with a chance of success in the difficult and important work of social regeneration.

"Providence, Prince, who has aided you so powerfully in suggesting so many useful undertakings, effecting so many reforms, relieving so much misery, 'replacing in fact the pyramid upon its base'—Providence will not leave its work unfinished, and will give to all the powers of the State the wisdom and the force necessary to the consolidation of an order of things which shall secure the happiness of our country and the repose of Europe."

The President replied thus:—  
I did not anticipate, M. le Cardinal, an address as nobly developed as it is eloquent. You will pardon me if I only reply to it in a few words. Your Eminence does not doubt the value I place on that special prerogative of my position which permits me, a layman, to place on the head of one of the Princes of the Church the insignia of the exalted rank he is about to occupy. That ceremony is not a vain formality—it is the emblem of the union which ought to exist between the spiritual and the temporal power, whose concord and perfect harmony contribute so powerfully to the happiness and peace of the world. I am happy to be able to crown by so high a dignity a career so honourably passed through, and I am deeply grateful for the benevolent manner in which your Eminence appreciates my efforts for the prosperity of France and the triumph of religion.

At eleven a grand breakfast, in honour of the new Cardinal, was given by the President. It was attended by several of the highest dignitaries of the Church and the grand functionaries of State.

At twelve o'clock Louis Napoleon proceeded to the Court of the Tuilleries, to hold a review, and make the third distribution of new medals. The troops reviewed consisted of the 3d, 4th, 80th, and 42d regiments of infantry of the line, the 4th regiment of *chasseurs à cheval*, the 7th regiment of dragoons, and the 4th battery of artillery. The crowd was not so numerous as on recent previous occasions, in consequence of a counter attraction offered by a steeplechase on the same day, at La Marche, the domain of the painter A. Scheffer, near the village of Marne, about two miles from St. Cloud. The review was over about half-past one o'clock; and the President, attended by a numerous staff, and an escort of cuirassiers and *chasseurs*, returned by the Rue de Rivoli to the Elysée at two o'clock. On his passage, particularly at the Place de la Concorde, Champs Elysées, and Avenue Marigny, he was repeatedly saluted with cries of "*Vive Napoléon!*"

On Tuesday the President gave a grand dinner at the Tuilleries to the new Cardinal-Archbishop of Bordeaux and other dignitaries of the Church. Several of the Cabinet Ministers were also present.

On Wednesday, the first day of the Longchamps procession, the weather was remarkably beautiful, and the turn-out of carriages and equipages unusually striking, exhibiting anything but signs of desertion by the wealthy classes.

It has been decided that the Council of State shall sit all the year, with the exception of the two months' vacation, during which a committee will be appointed to transact the necessary business.

A notice has been issued, that the Minister of Finance will, in accordance with the Bank of France, publish the general situation of that establishment every second Thursday in the month. This notice will give much satisfaction, especially as it will tend to remove the suspicion that the suppression of the weekly report was for the purpose of concealing commercial depression, as proved by the low state of discounts of bills of exchange.

The Government has appointed a commission to draw up the regulations necessary for the establishment and operations of mortgage banks. It is composed of eight persons in high public functions, and has for its president M. Hurler, Councillor of State, Director of Agriculture and Commerce.

From the provinces we learn that some disturbances have taken place at Bourges, owing to the labouring classes of the town endeavouring to prevent the exportation of corn. The local authorities promptly restored tranquillity. The public are much pleased with this determination.

The commissioners appointed to visit the departments, to examine into the several cases of political prisoners, continue their labours, and are in the almost daily habit of mitigating the sentences passed upon such individuals.

AUSTRIA.

An event which is likely to exercise great influence on the politics of Austria has occurred with startling suddenness this week, viz. the death,

by apoplexy, of Prince Schwarzenberg, the Prime Minister of the Imperial Government, on Monday last, at Vienna.

He had been suffering for a week or two previously from a tendency of blood to the head, which had been ushered in by a slight attack of a similar character to that which proved fatal on Monday, but no symptoms of a dangerous kind had manifested themselves, and it was thought his usual strength would be quickly restored. But there was a mental cause at work to undermine his health. It appears that for some time past the great favour with which he had been regarded by his Imperial master, ever since his energetic and despotic policy restored the authority of the Sovereign to the high position from which it had been deposed by the revolutionary storm of 1848, had begun to decline; and the proud and imperious nature of Schwarzenberg was so galled at the real or fancied slights of the young Emperor, that he suffered the matter to prey upon his irritable temperament, and thus brought to a fatal climax the dangerous malady which had settled in his constitution.

It is hoped that the death of this despotic Minister will open a door to a more liberal domestic policy in the government of the heterogeneous empire which acknowledges the sway of the House of Hapsburg.

An express message arrived in London on Wednesday at the Austrian Embassy, requiring the immediate return of Count Buol-Schauenstein to Vienna. It is understood that Count Buol will be successor of Prince Schwarzenberg as First Minister of Austria.

UNITED STATES.

Intelligence dated New York, the 24th ult., communicates the progressive waning of Kossuth's popularity. He was on his way to New Orleans, but on his route no movement had taken place to give him a public reception.

In the Senate, on the 23d, Mr. Seward presented the petition of C. Hansom, of Brooklyn, New York, who proposes to Congress that he shall establish a line of steamers between Brooklyn and Gluckstadt, on the Elbe, and near to Hamburg, so as to make semi-monthly passages between Brooklyn and the city of Hamburg. He proposes to build four steamers of 2000 tons each, the first two to be ready in two years, and the other two in three years. He proposes to carry mails and passengers at such rates as he shall be able to obtain. He offers to do this if Congress will give him, for the first three years 100,000 dollars per annum, for the next three years 85,000 dollars per annum, and for the next three years 75,000 dollars per annum, for each vessel engaged in actual service.

CANADA.

Accounts from Canada notice the existence of a rumour that the Government had decided to throw open the navigation of the St. Lawrence to United States vessels.

His Excellency Sir John Harvey, Lieutenant-Governor of the province of Nova Scotia since 1848, expired at the Government House in Halifax, on the 22d ult.

WEST INDIES.

By the usual monthly steam communication from the islands we learn that on the 2d ult. the town of Gustavia, in St. Bartholomew, was destroyed by fire. The inhabitants took refuge on board the ships in the harbour, and thus escaped with life; but all their property was destroyed. One life only was lost.

From the other islands the accounts of them are not of any interest. They were all healthy, and the sugar crops promised well.

The new lighthouse at Barbadoes has been completed, and is to be lighted up as soon as the usual notices have been given by the proper authorities in England.

A shock of an earthquake was experienced at St. Thomas's on the 17th ult., and caused considerable alarm. No damage was done.

From the French West India Islands we learn that the obliteration of Republican mottoes and insignia, which took place in the mother country since the *coup d'état*, has been carried out in the colonies also, in accordance with an order from the Minister of Marine, which directed the application in the colonies of the decree for the suppression of the words "*Liberté, Egalité, Fraternité*," inscribed since 1848 upon certain public edifices. A grand national *fête* was celebrated at Martinique on the 16th of February, with a brilliant display of military pomp and religious ceremony, in honour of the Prince President and the success of his measures. All the houses in the several towns, and the ships in port, were brilliantly illuminated. A public subscription had been set on foot for the erection in Martinique (her birthplace) of a statue in honour of the Empress Josephine, as the most striking mark that can be given of the sincere adhesion of the colonists to the Revolution. The Governor of Guadeloupe, in conformity to instructions from the Minister of Marine, had taken measures for the provisional detention, at the Saintes Islands, of certain of the convicts ordered by the President's decree of the 8th of December to be banished to Cayenne.

AUSTRALIA.—THE GOLD FIELDS.

Advices dated Dec. 19th convey intelligence of the extraordinary success with which the search for gold is prosecuted both in the New South Wales district and that of Victoria (Port Philip), particularly the latter, where we learn that new deposits of great richness had been discovered, and it was found almost impossible to retain any one at an ordinary occupation. It is to be regretted that scenes of riot, drunkenness, robbery, and violence are rife at the "diggins" in Victoria, which, being the richest, have naturally attracted the greatest numbers and the most lawless characters in the colony. A recommendation from the Lieut.-Governor for a large increase in the pay of all the inferior Government *employés* had been carried by a vote of 17 to 12. Instances of disappointment, it is alleged, were hardly known. The daily influx of new-comers, however, promised to put the permanent nature of the yield to a strong test. Under the circumstances, the Government had resolved to double the charge for license fees, and it was now therefore raised to £3. It was also to be enforced from all persons in profitable employment at the mines, such as tent-keepers, cooks, &c., irrespective of their not being engaged in the search for gold. Some doubt was entertained whether these alterations would be submitted to, and it is obvious that even if such should be the case for the moment there will be ultimately great risk in carrying attempts of this kind too far. In the week ending the 12th of December the amount of gold brought to Melbourne (the capital of Victoria), under escort, was 23,000 ounces, and, coupled with what was brought by private hand, the total value was supposed to have been equivalent to little short of £100,000.

A letter from Sydney of the above date says:—  
The precious metal arrives in daily increasing quantities, and the estimated export has risen from £1,000,000 to £3,000,000 per annum. There is no end to the gold; and, as far as I have been able to ascertain from personal communication with diggers of various degrees, the labour is by no means so tremendous as some would make it out.

One "nugget" or lump weighing 23 lb. 5 oz. had been obtained, and was purchased by Mr. G. A. Lloyd for £1155. The amount brought to England by the present vessel, the *Alert*, is £128,000, and large sums would follow by each succeeding opportunity.

Mr. Hargraves, the original discoverer, had returned to Sydney on the 12th December, after an absence of six months on a tour of exploration, during which he had gone over about 3000 or 4000 miles. His report was in the hands of the Governor, but its nature had not transpired.

Labour was becoming very dear, as the average yield at the mines was £3 per man per week, and persons could obtain £2 per week and rations by taking hire there.

A despatch has just arrived from the Home Government, revoking the order making New South Wales a place to which convicted criminals might be sent. It was immediately forwarded by the Governor to the Legislative Council, and was received with loud cheers.

CAPE OF GOOD HOPE.

From the advices received this week, the Kafir war, notwithstanding the hopes excited by the last mail, appears as far from its much-desired termination as the untoward aspect of events a few months back seemed then to indicate.

The latest intelligence comes down to the 3d ult. Ravages were continued on both sides, with disastrous results to the prosperity of the colony, but with no definite prospect of the Kaffirs being subdued. The *Graham's Town Journal* of the 23d of February, in reference to the failure of the burgher muster, says:—

The enemy, it is now ascertained, has resolved to continue the strife. Sandilli and Seyolo hold the fastnesses of the Kiskamma and Amatola. Masomo is strongly intrenched in the Waterkloof, a natural fortress, well garrisoned and amply provisioned; while Stock retains a lurking-place in the Fish

prove that the tax is very extensively evaded. Indeed, it is notorious that such is the fact. When a Government is so lazy or so dishonest as to say that it cannot make a distinction between realised property and precarious income, the earners of precarious income very naturally, though very improperly, take the remedy into their own hands, and become as dishonest as the Government. If they cannot evade the tax altogether, they underrate their incomes. Even the owners of realised property find means to squeeze themselves for revenue purposes below the taxable line of £150. Sometimes a tax-payer with a tender conscience returns to the Government the amount of which he has defrauded it; but we may be tolerably certain, that where one person pays conscience money in this manner, to have it acknowledged in the *Times* by the Chancellor of the Exchequer, there are scores, if not hundreds, who coolly pocket the plunder, and who think it, if not a meritorious act, a very venial and pardonable offence, to defraud a Government that will not take the commonest pains to do justice.

Of course, the details of the Budget and the general intentions of the Government are as yet a secret. But the policy that is written upon the face of the revenue returns, in characters that the most ignorant may read, and which is supported by every fact bearing either upon the physical, the moral, or the social condition of the people, is evident and palpable. To persevere in the Free-trade policy, so that other taxes as unwise as the paper duty, the excise duty on soap, and many others which still interfere with the trade, the health, and the comfort of the people, may be abolished, and to render the Property and Income Tax an equitable one, extending to all property and all income, is the course pointed out by fact as well as by policy, by argument as well as by experience. Protection never yielded such results, as we now witness. It is true, that, amid the general prosperity, the voice of wail arises from the agriculturists; but the agriculturists themselves should remember that Free Trade is but six years old—that the miseries of the farmers began immediately after the peace of Waterloo—and that their groans and moans were heard even more loudly under a system of Protection than under a system of Free Trade. Far be it from us to deny the existence of their distress. We are bound to believe it, as we are bound to believe the generally prosperous state of the country; but we must look to something else than Free Trade as the cause of their uneasiness. In the approaching readjustment of our fiscal system the claims of agriculture will not be lost sight of. If land is unduly taxed or burdened, the burden must be removed; but at the same time the question deserves consideration—why the agriculturists are alike uncomfortable under Free Trade and under Protection, and why farmers complain as much in France, which is not yet under a Free-trade régime, as they do in England? Free-trade and Sir Robert Peel have been blamed for the distress in Skye and in the Hebrides; but the distress in those districts was even greater in 1780 than it is now, and has never ceased from that day to this. Let the farmers look to their landlords for relief, if the shoe pinches them; for their friend Mr. Disraeli, and their greater friend Lord Derby, will not be able, in the face of all experience, to befriending them by the reimposition of a Corn Law. The revenue returns, as well as common sense and the national safety, forbid it.

OXFORD AND CAMBRIDGE EIGHT-OAR MATCH.

On Saturday afternoon the Oxford and Cambridge eight-oar match was rowed on that part of the Thames between Putney-bridge and the Ship Tavern at Mortlake, the distance being rather short of four miles and a quarter. The weather was delightfully fine, but there was a strong easterly wind, which had the effect of causing the tide to rise much higher than usual—the towing-path on the Surrey shore, from Putney upwards, being in many places flooded.

At about a quarter to two the crews took their stations at the bridge, Oxford being on the Middlesex side of the centre arch, and the Cantabs on that of Surrey. The crews were nearly equal in weight, each man (except the coxswain) averaging 1½ stone. Immediately on the signal being given, both went off at an astonishing pace for some hundred yards, when Oxford obtained a slight advantage, which they kept improving to the point. On nearing Hammersmith-bridge, Cambridge appeared to shorten the distance between them, and it was hoped that by their method of steering they would "come out level;" but it was not so, for Oxford, on reaching Chiswick Eyot, were well ahead, and improving their distance at every stroke. The Cantabs most manfully endeavoured to lessen the gap between them, but without effect, for at the railway bridge they were at least four or five lengths in the rear. All was lost now, and the coxswain of the Oxford doffed his cap, twirled it over his head, gave a cheer to his crew, and then safely steered on to victory, gaining it by at least six boats' lengths.

NATIONAL SPORTS.

The racing fixtures next week embrace Newmarket Craven, with a list of five days, but sport only sufficient for three; Stratford and Newcastle Spring, each commencing on Monday; Abergavenny, on Thursday; and The Hoo (in Lord Dacre's Park), on Saturday. There will be steeple-chasing on Monday at Birmingham; and, in conjunction with flat racing, at Stratford; on Wednesday, at Newcastle and in the Atherstone country; and at Abergavenny on Friday. The coursing season is at an end.

TATTERSALL'S.

MONDAY.—The settling brought a very large attendance, and some business was transacted on the Two Thousand Guineas Stakes, Chester Cup, and Derby, showing an improvement in Lapidist, Stilton, and Little Harry. The quotations, irrespective of the horses particularly named, and Filius, who has altogether disappeared, show very little change.

TWO THOUSAND GUINEAS STAKES.		
4 to 1 agst Homebrewed	9 to 2 agst Lapidist	5 to 1 agst Daniel O'Rourke
12 to 1 agst Stilton	20 to 1 agst Harry Bird	66 to 1 agst The Indian War-
18 to 1 agst Scarcrow	20 to 1 agst Homeburg	rior (3)
20 to 1 agst Joe Miller	20 to 1 agst Po-de	66 to 1 agst King of Trumps
20 to 1 agst High Sheriff	50 to 1 agst Kohlmoor (3)	
DERBY.		
5 to 1 agst Hobbie Noble	17 to 1 agst Orello	20 to 1 agst Little Harry
11 to 1 agst Angus (3)	17 to 1 agst Claverhouse	35 to 1 agst Phantom
100 to 6 agst Lapidist		

Merry Peal is scratched for the Newmarket Handicap.

THURSDAY.—A thinly-attended room and a remarkably dull afternoon; our prices, in fact, are almost entirely made up from offers.

NEWMARKET HANDICAP.		
4 to 1 agst Maria	8 to 1 agst Mountain Flower	8 to 1 agst Bardolph
	10 to 1 agst Odious	
FLYING DUTCHMAN'S HANDICAP.—5 to 1 agst Voltigeur (taken)		
4 to 1 agst Homebrewed	5 to 1 agst Dan O'Rourke	Claverhouse is scratched
4 to 1 agst Lapidist	10 to 1 agst Hobbie Noble	
CHESTER CUP.		
13 to 1 agst Stilton (3)	25 to 1 agst Homeburg	25 to 1 agst Hothorpe
20 to 1 agst High Sheriff	25 to 1 agst Nancy	25 to 1 agst Indian Warrior
	66 to 1 agst Sophistry	
DERBY.		
11 to 2 agst Hobbie Noble	15 to 1 agst Lapidist	35 to 1 agst Phantom
13 to 1 agst Angus	20 to 1 agst Little Harry	100 to 15 agst Alcoran (3)
15 to 1 agst Claverhouse	25 to 1 agst Homebrewed (3)	100 to 15 agst Nabob

IMPROVED BADGES FOR PUBLIC VEHICLES.—On Wednesday the Commissioners of Inland Revenue commenced the issue of new plates to the metropolitan hackney carriages, so constructed as to render the numbers more legible, and prevent the system of "doctoring" practised by dishonest drivers, who, in order to escape their delinquencies, have been in the habit of altering their number plates, and thus defeating justice, by misleading the public and police who had occasion to summon them for misconduct.

An entire change has taken place in the mode of lighting the Palace of the Tuilleries. The bougies have been suppressed, and replaced by magnificent lamps attached to the lustres.

The Queen has been pleased to constitute and appoint Major-General James Frederic Love, C.B., to be Lieutenant-Governor of the Island of Jersey, in the room of Lieutenant-General Sir James Henry Reynett.

Six Roman Catholic clergymen have arrived in London by the steamer *City of Paris* from Boulogne, with their baggage and effects, for the purpose of taking their passage by the ship *Tartar* for Sydney, as missionaries to New South Wales.

The *Osservatore Romano* states that another violent storm occurred in the Adriatic on the 16th ult., and caused great damage to the shipping at Ancona.



River Bush, where about 70 head of colonial cattle are consumed per week. Holding all this advantage-ground, does there seem any likelihood of the terms of a conqueror being enforced upon these Kaffirs? The Commander-in-Chief seems likely to fail in uniting the colonial burghers and in bringing them into the field. It need not be repeated, that when his Excellency's proclamation of the 6th was published, the people of Graham's Town manifested great readiness to take the field; but now, on application being made through the Board of Defence for forage to the burghers' horses, and ordnance arms to such as were not provided, his Excellency refuses to render the slightest assistance—a decision which we are utterly at a loss how to account for.

Two memoranda published by Sir H. Smith at the head-quarters, King William's Town, on the 21st and 22d of Feb., respectively state, first, that an amicable arrangement has been concluded with the Trans-Deian chief Bokoo, his son Mapassa, and their tribe. In answer to his message for peace, Kreili was told that Sandilli and the Gaikas must first vacate the Amatolas and cross the Kei; and, secondly, that the patrol under General Somerset had destroyed nearly the whole of the cultivation of the Gaika district. It was rumoured, however, that the General had been attacked on the 19th of

February, and that the 74th and 91st had suffered; firing was heard in that vicinity at the time; but a letter dated at Gwali, on the 19th, does not mention the attack, but states that the crops of the Kaffirs were nearly all destroyed. However, the enemy still maintained an attitude of defiance, and the Tambookies were assembling to assist Macomo in the Waterkloof.

Colonel Eyre's despatch of the 18th of February says that he has destroyed Sandilli's kraal and extensive crops near the Kieskamma River and in the Helebi Kloof. The enemy offered no resistance.

Marauding bands continued to overrun Mancazana, Bavian's River, Albany, and the neighbourhood of Fort Beaufort, where cattle were still stolen. The old commando law was put in force there again. Near Cradock depredations were as numerous as ever. Near Butterworth a large body of Fingoes were successfully attacked by Kaffirs (Kreili's), who killed 20 fugitives, and captured 3000 head of cattle, and afterwards made an effort against a Wesleyan mission station.

It will be thus seen that matters present the same varied aspect, for and against us, which has characterised the whole course of our hostilities with the Kaffirs.

"From the marks ashore, and the position of the wadding of Mr. Boyd's gun, it would seem as if he were attacked as soon as the boat got out of sight of the ship, and was killed after a struggle in the water, as was also his companion; but what became of the bodies God only knows."

"Thursday, October 16.—This morning we manned the boat, and went

## MURDER OF MR. BOYD IN THE SOLOMON ISLANDS.

THE fate of Mr. Benjamin Boyd, which has excited so much painful anxiety in the City, and has already been mentioned in the ILLUSTRATED LONDON NEWS, has, we regret to say, been fully ascertained beyond a doubt. The unfortunate gentleman, it will be recollected, was on a voyage in his yacht, the *Wanderer*, from California to Sydney, and when among the group of the Solomon Islands, in the South Pacific, was attacked by the natives, and met with a horrible death. An impression has been circulated to the effect that Mr. Boyd would be found probably to have perished on board his own vessel; the truth, however, will be best gathered from the annexed interesting narrative, extracted from the ship's log-book, which details the circumstances, and is attested by the master and crew of the *Wanderer*:

"Tuesday, Oct. 14.—This day, at three o'clock P.M., we came to an anchor in a small bay on the south-west of the island of Guadalcanar, being in south latitude 9.40, east longitude 159.30.15. A number of canoes were alongside, but without any articles of trade, and at sundown all went ashore. The night passed in perfect quietness.

"Wednesday, 15th.—This morning at an early hour many canoes were alongside, without any trade or warlike weapons. At about half-past six Mr. Boyd rose in his usual good spirits, and taking the small boat, with one native of Ocean Island, went on shore to shoot game. The boat was seen to enter a small creek, and was immediately out of sight of the ship. Mr. Boyd fired one shot soon after. Many natives were seen standing near the entrance to the creek. About seven o'clock another shot was heard, but nothing transpired to excite suspicion. During the morning several natives were very persevering in their attempts to come on board, but were as frequently driven off. About half-past seven o'clock all the Europeans went in to bathe, and while in the water the natives tried hard to induce them to take the boat ashore, but without success. When the crew got out of the water the natives wished them to go and shoot birds, but on the opposite side to where Mr. Boyd had gone; but no one went. Things remained thus till nine o'clock, excepting that the number of canoes had increased. Breakfast having been ready for some time, the gong was sounded for Mr. Boyd, but no answer was returned. At this time a native stole a handkerchief, and, pulling off some distance, held it up for us to go and get it. We sent Godoy, a native of Byron Island, to swim for it, but, as he approached, the canoe pulled off. He was called back, and came on board, and sat on the rail forward, on the starboard bow. Two natives followed him up, and made the first attack on Tine, a native of Byron's Island, with a club, striking at his head; but he received warning from Godoy, and met the blow on his arm, and knocked the wretches into the water. The alarm was now given, and we were quite unprepared for an attack. Our deck guns, contrary to our usual custom, were neither loaded nor run out; all our small arms were below; but in five minutes we were all armed, the five white men with muskets, and the crew with boarding-pikes and cutlasses. At this time upwards of 300 natives were around the ship. Three canoes came up upon our starboard quarter, from one of which the first spear was thrown, passing between three of us. A gun was fired over their heads; but this seemed only to give them confidence, for, uttering fearful yells and blowing on war-conches, they pulled up to the ship with the intention of boarding us. Spears and other missiles flew through the rigging, when the first shot levelled its mark, and every succeeding one told with deadly effect. The canoes were now driven from abast, but they tried to board us forward; so determined were they, that a number had climbed up on the martingale back ropes, and were coming in the face of the boarding-pikes and cutlasses, when they were shot down. The pirates now began to retreat, and one or two more shots decided the battle. Having time to load our six-pounder and long Tom, we had complete command of the whole bay, and did not cease firing until the village was deserted.

"We now manned the boat and went to seek Mr. Boyd, but all the traces we found were the place of struggle and the marks where he had fired two shots. The small boat lay in the creek. We searched to the left of the creek, but with no avail. We now went to the village; here a number of natives were concealed in the bush not far off. We heard their hideous yells, but they would not show. We searched their houses, and then fired them. We now proceeded to break up their canoes; and in one we found a dead native, who had been killed by a grape-shot through the right eye; we left him, and, going to the beach where another canoe lay, we found a belt belonging to Mr. Boyd. The day was spent in searching for the bodies, but without success.

"Thursday, Oct. 16.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Friday, Oct. 17.—At ten A.M. we hove to, lowered the boat, and went to the sound, but found no anchorage. Stood on the land, and made preparations for cannonading the village. Brought long Tom to bear on the starboard side, two six-pounders and two-pounder guns, and at a quarter-past 3 P.M. the first shot was fired, and then followed seven rounds of six-pound shot; distance half a mile. The natives ran from their houses, and took shelter among the trees.

"Saturday, Oct. 18.—At 10 A.M. we hove to, lowered the boat, and went to the sound, but found no anchorage. Stood on the land, and made preparations for cannonading the village. Brought long Tom to bear on the starboard side, two six-pounders and two-pounder guns, and at a quarter-past 3 P.M. the first shot was fired, and then followed seven rounds of six-pound shot; distance half a mile. The natives ran from their houses, and took shelter among the trees.

"Sunday, Oct. 19.—During the last night the wind drew more ahead, then fell a calm; we, therefore, did not make the land until half-past twelve, when we manned the boat. Eleven of the crew went in her. Mr. Crawford and two sick natives remained in the ship. The boat having pulled in shore as close as she could for the breakers, rounded to opposite the village, and fired two rounds of grape, from a large gun which she carried, into the village. She then pulled down about three-quarters of a mile, and, under the lee of a large rock, the crew landed, and proceeded up to the settlement. The natives abandoned it the moment they caught sight of us. All the houses were searched. No traces of our friend could be found. We set on fire all the houses and their canoes. At this time the natives were seen gathering in large numbers at the hill settlement about two miles further up the coast. At this point they were expected to make a stand; but upon the party moving in that direction they ran, making fearful yells. At three o'clock P.M., there being every indication of a storm, the party made for the ship. After this escape, we considered it useless to attempt any further proceedings on the coast, where we could find no safe anchorage, and where our company was too small to leave a sufficient number on board to work the vessel in case of difficulty, and at the same time to have an effective crew on shore; we shaped our course from these wretched shores, and bore away. Signed, William Sitwell, master; George C. Crawford, mate; John Webster and Gillsbank Barnes. Dated, Yacht *Wanderer*, Royal Yacht Squadron, Oct. 20, 1851."

"Monday, Oct. 20.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Tuesday, Oct. 21.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Wednesday, Oct. 22.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Thursday, Oct. 23.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Friday, Oct. 24.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Saturday, Oct. 25.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Sunday, Oct. 26.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Monday, Oct. 27.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Tuesday, Oct. 28.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Wednesday, Oct. 29.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Thursday, Oct. 30.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Friday, Oct. 31.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Saturday, Nov. 1.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Sunday, Nov. 2.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

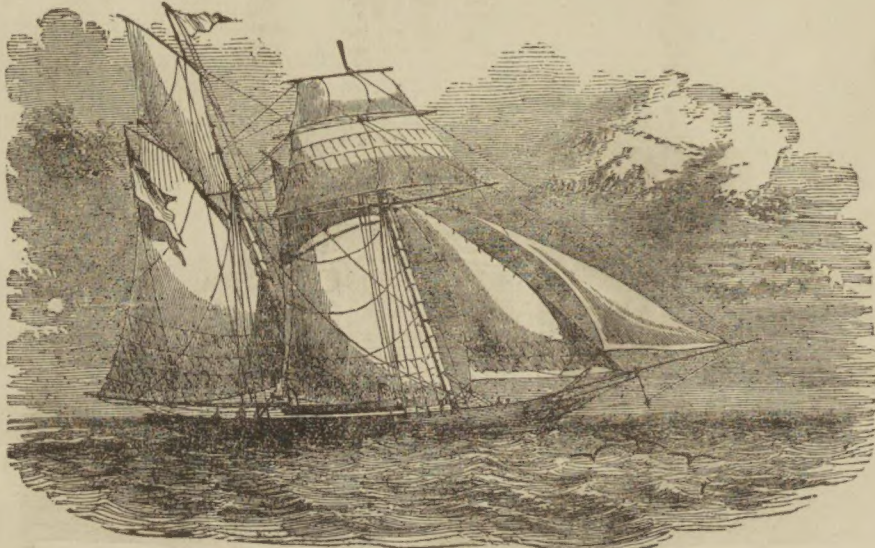
"Monday, Nov. 3.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Tuesday, Nov. 4.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Wednesday, Nov. 5.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Thursday, Nov. 6.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Friday, Nov. 7.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.



MR. BOYD'S YACHT "WANDERER."—(FROM A DRAWING BY MR. BRIERLY.)

round the first village to the south-east of our anchorage. As we approached the shore, about one hundred natives were seen upon a hill to the right of where we landed. From these we expected an attack. We moved up to the village, and, posting a watch on the natives, searched the houses, and then set them on fire. Here we destroyed two canoes, and laid waste their plantations; two shots were fired at the natives to induce them to come down, but they made off in the opposite way. We then returned to the ship, and having consulted together, it was unanimously considered our duty to run every risk in searching for the remains of the late Mr. Boyd.

"Friday, Oct. 17.—At an early hour this morning we stood out to sea, and taking a strong breeze at ten A.M. stood off, and at six P.M. made the land to the windward off the first village we intended to visit. We lay off during the night.

"Saturday, Oct. 18.—At 10 A.M. we hove to, lowered the boat, and went to the sound, but found no anchorage. Stood on the land, and made preparations for cannonading the village. Brought long Tom to bear on the starboard side, two six-pounders and two-pounder guns, and at a quarter-past 3 P.M. the first shot was fired, and then followed seven rounds of six-pound shot; distance half a mile. The natives ran from their houses, and took shelter among the trees.

"Sunday, Oct. 19.—During the last night the wind drew more ahead, then fell a calm; we, therefore, did not make the land until half-past twelve, when we manned the boat. Eleven of the crew went in her. Mr. Crawford and two sick natives remained in the ship. The boat having pulled in shore as close as she could for the breakers, rounded to opposite the village, and fired two rounds of grape, from a large gun which she carried, into the village. She then pulled down about three-quarters of a mile, and, under the lee of a large rock, the crew landed, and proceeded up to the settlement. The natives abandoned it the moment they caught sight of us. All the houses were searched. No traces of our friend could be found. We set on fire all the houses and their canoes. At this time the natives were seen gathering in large numbers at the hill settlement about two miles further up the coast. At this point they were expected to make a stand; but upon the party moving in that direction they ran, making fearful yells. At three o'clock P.M., there being every indication of a storm, the party made for the ship. After this escape, we considered it useless to attempt any further proceedings on the coast, where we could find no safe anchorage, and where our company was too small to leave a sufficient number on board to work the vessel in case of difficulty, and at the same time to have an effective crew on shore; we shaped our course from these wretched shores, and bore away. Signed, William Sitwell, master; George C. Crawford, mate; John Webster and Gillsbank Barnes. Dated, Yacht *Wanderer*, Royal Yacht Squadron, Oct. 20, 1851."

His elder brother, John Adolphus Prince de Schwarzenberg, is the present head of the family; his other surviving brother is a Cardinal, and Prince Archbishop of Prague.

## THOMAS HAVILAND BURKE, ESQ.



This gentleman, the grand-nephew and nearest relative of the great orator and statesman, the Right Hon. Edmund Burke, died on the 3d inst., after a short illness, aged fifty-seven. He was the only son of Colonel Thomas Haviland, of Penn, Bucks, who married Mary, only daughter of Juliana, sole sister of Edmund Burke, and wife of William French, Esq., of Longhrea, in the county of Galway. Colonel Haviland's father, General William Haviland, was a distinguished soldier, and an esteemed favourite of King George III. In March, 1816, on the decease, at Brompton, of his mother, Mr. Thomas Haviland became the representative of his illustrious grand-uncle, and assumed by Royal permission the name and arms of Burke. He was called to the Bar, by the Hon. Society of Lincoln's Inn, the 18th of November, 1819: he subsequently practised but little in his profession, not needing to do so from his private fortune, and being a gentleman of very retiring habits. He was, however, a scholar of much learning and intelligence, and, in his social and amiable disposition, bore resemblance to his relative "the great Edmund." With the regretted demise of Mr. Haviland Burke, perishes even the collateral representation of the orator, whose chief folio was the hope of a succession, and who broke his heart when his only son died. How eloquently did Burke himself speak of that son's death and his own despair. "The storm has gone over me, and I lie like one of those old oaks which the late hurricane has scattered about me. I am stripped of all my honours, I am torn up by the roots and lie prostrate on the earth. There, and prostrate there, I most unfeignedly recognise the divine justice; but whilst I humble myself before God, I feel I am alone." Now, indeed, nothing but the fame of Edmund Burke survives, which, as Gratian said of it, can fear no death except what barbarity may impose on the globe.

## MR. EDWARD FITZWILLIAM.

This actor, whose celebrity was once considerable, though of late little heard of, died last week. He was of Irish parentage, but was born in England, August 8th, 1788. At the age of eighteen he started on his professional career; and as early as 1806 he was engaged at Hythe and Southend as actor and property-man, with the liberal income of twelve shillings a week. In 1808 Fitzwilliam appeared at Gosport, and subsequently was engaged under Elliston at several provincial theatres, among them that of Birmingham. In 1813 he was employed as a low comedian at the Olympic; whence he progressed to the Circus and the Surrey, where he began to acquire considerable reputation. In 1822 he married Miss Copeland, now the present Mrs. Fitzwilliam, and for a long period their combined attractions continued to be successful. He became, too, a performer at Drury-Lane, but under conditions to which he was not accustomed: Mr. T. Dibdin had previously written characters for the actor; the actor had now to accommodate himself to parts written for others, and proved incompetent to the task. Equal to a minor theatre, the legitimate drama overtasked

his powers. Mr. Fitzwilliam's popularity gradually declined; and of late years his reputation was confined to convivial circles, and his talents were principally employed at public dinners.

THOMAS TYRWHITT DRAKE, ESQ., OF SHARDELOES, BUCKS, STAINFIELD HALL, CO. LINCOLN, AND ST. DONAT'S CASTLE, GLAMORGANSHIRE.

MR. TYRWHITT DRAKE, of Shardeles, a Magistrate and Deputy-Lieutenant of the county of Bucks, and its High Sheriff in 1836, died on the 23d ult., at his hunting residence at Bucknell, Oxfordshire, aged 69. This gentleman, the representative of the distinguished family of Drake, of Shardeles, ranked in the first class of English county gentlemen. His estates were very considerable, his ancestry of great antiquity, and his own personal position that of "an honourable, philanthropic, and disinterested man." From the time of the resignation of Sir Thomas Mostyn to the end of the last session, he held the mastership of the Bicestor hounds, and his kind, hospitable, and gentlemanly conduct had endeared him to many. His father, the late Thomas Drake, Esq., LL.D., of Shardeles, assumed in 1776, in accordance with the testamentary injunction of Sir John de la Fountain Tyrwhitt, Bart., the surname and arms of Tyrwhitt; but, on inheriting the estates of his own family, at the decease of his father, he resumed, in addition, his paternal name, and became Tyrwhitt Drake. By Anne his wife, daughter and coheir of the Rev. William Wickham, of Garsington, he left, at his decease, in 1810, five sons and three daughters. Of the latter, the eldest, Anne, who is deceased, was married to the present Sir Hugh Hoare, Baronet. Of the sons, the eldest was Thomas Tyrwhitt Drake, who succeeded to the paternal inheritance, the second, the late William Tyrwhitt Drake, Esq., M.P. for Amersham, Lieut.-Colonel in the Blues; the third, the Rev. John Tyrwhitt Drake, Rector of Amersham; the fourth, the Rev. George Tyrwhitt Drake, Rector of Malpas; and the fifth, Frederick-William Tyrwhitt Drake, of Hitchin. The eldest, THOMAS TYRWHITT DRAKE, Esq., of Shardeles, whose death we record, sat for many years in Parliament, before the Reform Bill, for the borough of Amersham, and consistently supported the hereditary principles of his ancestors, who were, from earliest knowledge, Royalists, Cavaliers, and Tories. Mr. Tyrwhitt Drake was born 16th March, 1783; and married, 15th October, 1814, Barbara-Caroline Annesley, sister of the present Viscount Valentia, by whom he leaves a large family.

The Drakes of Shardeles, one of whom, Sir William Drake, was created a Baronet in 1641, are a younger branch of the Drakes of Ashe, in Devon. Their mansion in Buckinghamshire is a handsome architectural edifice, with a fine lake and an extensive park; and the deceased gentleman possessed, besides, St. Donat's Castle, Glamorganshire, together with three livings; viz. Amersham, Bucks; a "pardon" of Malpas, Cheshire; and St. Nicholas, or "the old church," Deptford.

## ELECTION INTELLIGENCE.

The note of preparation for the coming contest still rings busily throughout the various boroughs, cities, and counties of the empire, and with an earnestness which indicates the very strong interest taken by the country at large in the results of the approaching general elections, and in the character which they may impress on the constitution of the new Parliament.

ANTRIM COUNTY.—Mr. George Macartney, of Lissaneor Castle, is spoken of as a candidate for this county.

BATH.—The canvass is being conducted with great vigour by both parties in this city; and whilst the Liberals declare that they have already more promises recorded for Captain Scobell and Mr. Phinn than there were votes for Captain Scobell at the last election, the Conservatives affirm that Mr. Whately will be returned.

BELFAST BOROUGH.—The *Belfast Mercury* states that in addition to the present members, Lord John Chichester and Mr. Tennent, there will be a third candidate in the person of Mr. Richard Davison, who comes forward as a moderate Conservative.

BRISTOL.—Up to this time no Conservative candidate has offered himself, but three or four are now talked about; viz. Mr. Masterman, the London banker; Mr. Glyn, of the firm of Glyn, Halifax, and Mills; Mr. Green, shipowner, of London; and Mr. Hubbard, Deputy Governor of the Bank of England.

CHICHESTER.—The Hon. Captain Harris, brother to the Earl of Malmesbury, is again a candidate in the Derby interest. An opposition is threatened by W. Tice, Esq., a retired banker, residing at Sopley-park.

CLARE.—Mr. Cornelius O'Brien has addressed the electors of Clare.

CLONMEL BOROUGH.—Mr. Thomas H. Barton has addressed the electors, in opposition to the Hon. Cecil Lawless, the present member.

COKE CITY.—Colonel Chatterton, the present Tory member, has addressed the constituency, declaring his intention again to offer himself as "a strenuous advocate for Protection."

COKE COUNTY.—Mr. G. H. Frewen, M.P., has addressed a letter to the *Cork Constitution*, declaring, on the part of his cousin, Mr. M. Frewen, the unsuccessful candidate at the late election, that he is "perfectly satisfied with the result of the contest, because it proves this, that if the gentry of Ireland will only exert themselves, there is not a county in Ireland where they may not return a man of their own choice."

DROGHEDA.—Sir William Somerville has issued a valedictory address to his constituents, in which he says, "From every inquiry which I have been able to make, I have come to the conclusion that in the present state of public feeling I should not appear before you as a candidate for your suffrages with any well-grounded hopes of a successful result; and I therefore retire from the field."

EAST SOMERSET.—At an influential preliminary and strictly private meeting of Conservative gentlemen, held at the White Lion, Bath, on Monday, it was resolved to substitute for the name of Mr. Hippisley, who has declined to come forward, that of Mr. William Francis Knatton, of Bampton-park, as the second Conservative candidate for East Somerset at the next election.

FROME.—Mr. Donald Nicoll, a county magistrate, and recently Sheriff of London and Middlesex, is to be a candidate for the representation of Frome.

HARWICH.—The vacant seat for this borough, re-suscitated by the ordering of the long-expected writ on Friday night week, is not expected to occasion any contest. Sir Fitzroy Kelly, to whom a requisition was forwarded a few weeks back, on his appointment to the office of Solicitor-General, reached Harwich on Monday evening, and declared himself a candidate.

HEREFORDSHIRE.—It is rumoured that a son of Lord Saye and Sele will be brought forward, in conjunction with Mr. Cornwall Lewis, as a second candidate in the Free-trade interest. The Hon. Mr. Hanbury seems placed by common consent as likely to attain the unenviable distinction of the "losing candidate."

KILDARE.—There will be a close contest for the county of Kildare, on the retirement of the Marquis from the representation, between Sir William Hoste and Mr. O'Connor Henchy, both of whom are pledged to support Mr. Cogan in the other seat. They both, too, profess the same political views, and have a pretty equally divided interest in the county.

LIVERPOOL.—A crowded and enthusiastic meeting of the Liberals and Free-traders of this town was held at the Amphitheatre on Saturday last, which was attended by Edward Cardwell, Esq. (the sitting member), and Joseph C. Ewart, Esq., the anti-Protectionist candidates for the borough at the coming election. These two gentlemen having severally addressed the assembly in favour of Free-trade principles, a resolution was adopted pledging the meeting to use every constitutional means to secure their return to Parliament at the next election.

LYMINGTON.—The Lord Advocate, who has expressed his determination to support the line of policy which the Earl of Derby has announced as the basis of his administration, remains the accepted candidate of the Conservative party. Mr. Hutchins is the candidate of the Liberals. Mr. Mackinnon, who holds a position between the two parties, returned unexpectedly to Lymington on Wednesday, and addressed a meeting, numerously attended, at the Assembly Rooms, in the evening.

MONAGHAN COUNTY.—The Tenant-League, with the support of some Presbyterian and Roman Catholic clergymen, are preparing to oppose the present members, unless they consent to vote for the Landlord and Tenant Bill of Mr. Sharnan Crawford.

MONMOUTH BOROUGH.—The result of the polling which took place on Friday week was the return of the Protectionist candidate, Mr. Bailey, by a majority of 237 over Mr. Lindsay, the Free-trade candidate; the numbers being—For Mr. Bailey, 771; for Mr. Lindsay, 534.

PAISLEY.—A meeting of the committee appointed at the public meeting of electors was held in this town on Thursday evening week, at which it was unanimously resolved that Mr. W. T. Haly, of London, be invited to address a public meeting on Wednesday next, in the view of his becoming a candidate for the representation of the borough. Mr. Haly entertains the same political opinions as Mr. Hume.

PLYMOUTH.—In addition to the four candidates already in the field, Mr. Charles Mare, of the eminent firm at Blackwall, has addressed a crowded meeting of the electors at the Mechanics' Institute on Monday, and announced his intention, if elected, of supporting the present Ministry so long as they carried on the Government to the benefit of the various classes of the country.

SOUTH LANCASHIRE.—Mr. Cheetham, of Staleybridge, is to be nominated as the Free-trade candidate.

TAVERHAM.—The present members, the Hon. E. S. Russell and Mr. J. S. Trelawny, will have to fight the next election with Mr. S. Carter, the barrister, on the Radical interest.

TOWER HAMLETS.—Mr. W. Newton, with whose name the public has become familiar of late in connexion with the engineers' dispute, has declared himself a candidate for the representation of the Tower Hamlets at the next general election.

TRALEIGH BOROUGH.—Mr. Maurice O'Connell is still the only candidate, and his canvass has been so successful as to leave little doubt of his re-election. The Tories and Protectionists threaten opposition.

WELLS.—Mr. Blakemore having intimated his intention, from ill health, to retire from public life at the close of the present Parliament, the candidates in the field are Mr. Heyter and Mr. Serjeant Kinglake on Free-trade principles, and Mr. R. C. Tudway, a supporter of the Earl of Derby's policy.

WINDSOR.—Captain Bulkeley, of Clewer Villa, has just issued a second address, in which he declares his intention of going to the poll.

YOUGHAL BOROUGH.—Sir Ralph Howard has issued an address, declaring his unqualified support of Free Trade. His opponent, Mr. Butt, relies upon Protection. It is stated that the return of Sir Ralph is almost a matter of certainty.

## OBITUARY OF EMINENT PERSONS RECENTLY DECEASED.

### THE DUCHESS IDA.

THE DUCHESS IDA, Consort of Duke Charles Bernard of Saxe-Weimar-Eisenach, and sister of her late Majesty the Queen Dowager Adelaide, widow of William IV., was the younger daughter of the late George Frederick, reigning Duke of Saxe-Meiningen; she was born the 25th June, 1794; and was married, the 30th May, 1816, to Duke Charles Bernard, who survives her, and is brother of the present Charles Frederick Grand Duke of Saxe-Weimar. By this marriage the Duchess Ida leaves two sons—Prince Edward, an officer in the British service, and Prince Hermann, an officer in that of Wirtemberg, and consort of the King of Wirtemberg's daughter, the Princess Augusta. The Duchess Ida died at Weimar, somewhat suddenly, on the 3d inst.

### PRINCE FELIX DE SCHWARZENBERG.

PRINCE FELIX LOUIS JOHN FREDERICK DE SCHWARZENBERG, Minister for Foreign Affairs, President of the Administration of the Austrian Empire, and Chancellor of the Order of Francis-Joseph, was the second son of the late Joseph Prince de Schwarzenberg, and was born the 2d October, 1800. On the 21st of November, 1848, he was raised to the high office which he continued to hold till the hour of his death. His earlier years were devoted to pleasure. At times he took part in military life; he held the rank of Lieutenant Field-Marshal in the Imperial army, and served with distinction under Marshal Radetzky in Italy. He had filled the diplomatic posts of Austrian Minister at Turin and Naples, which latter appointment he still held on the outbreak of the revolution in March, 1848. Nothing seemed as yet to have marked him out for the highest office in the empire. After the fall of Prince Metternich the old adherents of the former Government were successively called upon to mount the breach. Count Fiequelmont and Baron Wessenberg attempted the duties of Minister, and an appeal was also made to the leading members of the Liberal party, who had suddenly become conspicuous members of the State. The failure of all these expedients was rapid and complete. In this distressing state of the nation, Prince Schwarzenberg accepted the first office in the Government. With a headstrong tenacity and courage, which seemed to take no account of the dangers before him, he at once repudiated all concession and compromise, and resolved to suffer no abatement of the Imperial power as long as he was its representative. The triumphant result of the work he undertook is fresh in the knowledge of Europe. To his untiring energy and wonderful ability, the Imperial house of Hapsburg owes its complete victory over the revolution of 1848, and its restoration to a state of despotism more absolute than before. Schwarzenberg achieved this in three years and a half; and, though we may look with distaste on the haughty and unbending character of the man, and on the unlimited rule that he has re-established, yet it cannot be denied that he has secured the general peace of Europe. It remains for those who succeed him to soften rigours which may now be no longer necessary, and to grant gradually to the people of the Austrian empire that rational liberty which will be its best security for the non-recurrence of those terrible events that required the talents of Schwarzenberg to overcome them. The Prince has died while in the active service of his Imperial master. A stroke of apoplexy proved fatal to him on the 5th inst., at Vienna.

Prince Felix de Schwarzenberg was the younger son of a distinguished noble Austrian house, which for ages has given warriors and statesmen to the empire.



## TRAVELLING IN THE UNITED STATES.



THE "BAY STATE" AND "EMPIRE CITY" STEAM-SHIPS.

At this season of locomotion, it may be interesting to glance at the facilities which Brother Jonathan possesses for enjoying his holidays, by "river, road, and rail," and contrast them with our home resources. This we are enabled to do in the accompanying set of Sketches, the Artist of which has the very agreeable advantage of describing his own real-life pictures.

## THE "BAY STATE" AND "EMPIRE CITY" STEAM-SHIPS.

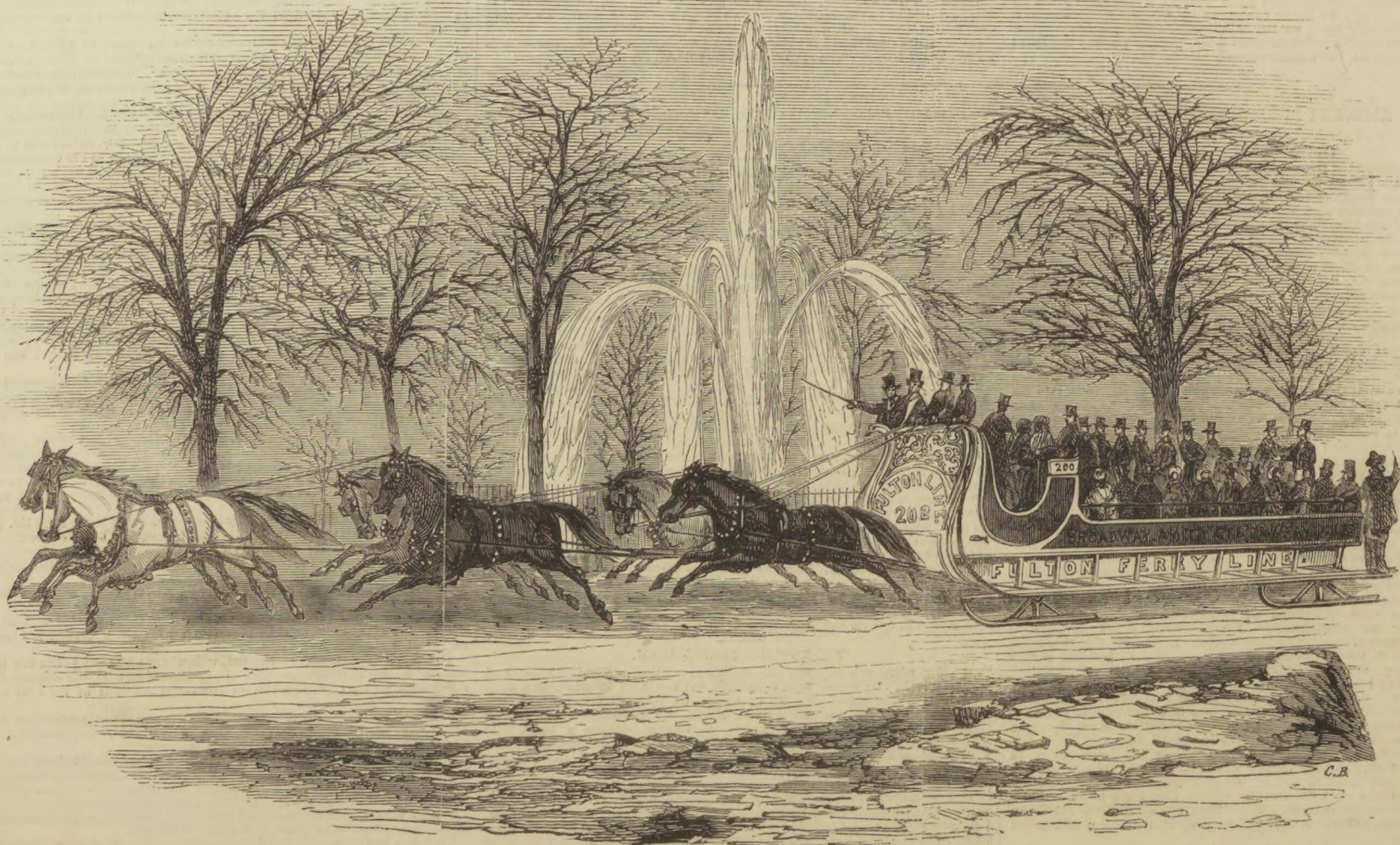
The *Bay State* is one of the large Fall River steamboats, which perform the journey by night with the avowed intention of helping you on your journey to Boston. The passengers embark at pier No. 4, on the north or Hudson River, at five o'clock, and are thence conveyed to the East River, passing by the city of New York, Blackwells Island, to Hurl's-gate. The scenery up to this place is very beautiful, being diversified by rocks and trees on either side of the river, until you arrive at that part where the rocks appear above the rapids, at intervals causing very dangerous eddies and whirlpools. This spot is alluded to by Cooper in one of his novels; but the picture is rather highly varnished, as some of the steam-boats stem the current daily at a tolerably good pace. Soon after this they enter the Sound, an inlet of the sea which divides Long Island from the mainland, being 101 miles long and near 30 broad at the greatest width. Passing Black Island, they enter Narragansett Bay and Fall River, landing at Newport, 57 miles from New York, in the middle of the night, where the railway cars are in readiness to proceed to Boston. Altogether this is a very pleasing trip, and rather novel to an Englishman. These boats are of very considerable dimensions,

although not quite so large as the New York and Albany boats. An end view is here given, in order to show how the width abreast is increased by using supports underneath. Some idea of the size of the wheel-houses may be formed by the fact that the wheels are 40 feet in diameter. The whole length of the ship, nearly, is preserved in the lower cabin for a supper and sleeping-room: long tables are laid out with a supper for 300 or 400, with numerous black waiters to attend on the passengers' wants; and a similar number of berths are built on each side the cabin, with rich damask curtains, to receive the traveller after he has partaken of the well-provided meal. Here he may rest until disturbed by the unruly behaviour of rude bores or the ringing of the large bell on the deck, which tells of the journey's end as far as the sea is concerned. That part of the upper or "hurricane deck," nearest in the view, is a comfortable and cool place for viewing the night scenery on the voyage, and studying lunar effects in the Sound. The saloon and state cabins are on the same story, and are fitted up with great taste and comfort, approaching splendour. Here you may lounge about on lengthy sofas, *vis-à-vis*, and *dos-à-dos*, and rocking chairs, or read the papers, or pass through the door leading to the deck for coolness, "just as you amind-ter." There is on the lower deck, which at one end resembles a warehouse, abundance of room; not only for a large cargo of merchandise, but offices for the captain and others; and a very splendid room especially fitted up for the ladies, with delightful little berths ornamented with rich damask and muslin curtains, forming at once a handsome saloon and sleeping cabin. Rough accommodation is likewise afforded to poor emigrants and others, who cannot afford such luxuries, at the baggage end of the vessel. Here may be seen man, woman, and child, chiefly Irish, resting their weary limbs on certain portions of the

cargo, or the softest plank, as the case may be, looking the picture of misery. The boilers, about thirty feet long each, are poised over the water on either side of the boat; and there is a contrivance for the red-hot coals (anthracite) to be raked out, when done with, so as to fall into the water. The flag at the stern, which appears larger on account of its being so close, is thirty feet long. Enough has been said of California and its gold. The *Crescent City* is one of the first ships which run between Chagres and New York, and is very splendidly fitted up.

## SLEIGHING IN NEW YORK.

Let us at once plunge into the enlivening picture. The snow is now set in, and the streets above a foot deep. Omnibuses, carriages, and cars are all of a sudden withdrawn, and in one day the scene is entirely changed. The sleighs are all out, and present a view of the most animated description. Large omnibus-built sleighs, with "any quantity" of passengers, are whisked through the streets with their unlimited numbers of horses, from one to twelve, and even twenty. Broadway presents a scene capable of stirring up emotions in the breast of a monomaniac. Ladies and gentlemen are equally delighted with the early chance of driving their neat and elegant, and often splendid sleighs, with their sacred persons muffled up in bear, buffalo, and leopard skins. Some of these skins are fancifully ornamented with a countenance somewhat resembling one of the red deities of the Sandwich Islands, to be seen only in the British Museum, beautifully vandyked around with a red cloth trimming; others resemble the heads of bears with animated glass eyes, whilst the owners, at a cursory view, might be almost mistaken for the animals themselves, with their bear-skin caps, presenting a



SLEIGHING IN NEW YORK.



TRAVELLING IN THE UNITED STATES.



RAILWAY CAR.—DETACHING THE HORSES.

truly zoological appearance, forming a great contrast to the light summer dress of the warm days of July. The velocity of some of the lightest of these sleighs is beyond what might be expected. There is a dare-devil style of driving which would not be tolerated in crowded London. The horses appear not to be the least alarmed at the stunning noise they are compelled to endure in consequence of a girth of bells being fastened round the collar, body, and along the martingale, some of them carrying above 150, of from a walnut size to that of a large orange; and a tolerable idea of the noise in Broadway may be formed when the street is crowded with these conveyances.

RAILWAY CAR.—DETACHING THE HORSES.

There is something so free-and-easy in American travelling, that it is a sort of balm to the European visitor, when the heat is oppressive, to know that change of air and scene may be obtained at a cheap rate, either by ferry-boat or railway. We knew an English lady who delighted to take the ferry-boat to Brooklyn, and, for the trifling consideration of two cents, make an unlimited number of journeys backward and forward, without landing, merely for the benefit of the air which a rapidly moving body will create in offering resistance even to a stationary atmosphere. Upon this scientific principle, as well as the use of palm-leaf fans, sherry cobblers, mint-juleps, brandy smashes, and the ever serviceable iced Croton water, are the ladies and gents of New York ever wont to cool their feverish sensations. But the railway offers endless amusement in this particular affair. You see a car just about to start from Centre-street to New Haven, or Harlem, the Greenwich of New York. Visions of the aforesaid cobblers fit

across the mind, whilst a trip to the "High Bridge," the architectural colossus and boast of the wondering Knickerbockers, alike tempt you to take a trip. You have merely to ascend two little steps, when the next lands you on the platform. At one end of the car a little door is then opened, and you take a seat on a well-stuffed red plush cushion, with a ditto back to lean against. It is nothing to any one—you intend to enjoy yourself, and feel a "kinder" American independence in your locomotive drawingroom. You may get into a car bound to either of the above-named places, "just as you amind-ter." The Americans prefer to have cheap railways and good carriages for the public accommodation, to extravagantly expensive termini entrances, and cheap painted hard wooden seats to sit on. Nor did we ever see such an accommodation in that country as a third-class carriage, wherein human beings were compelled to stand all the journey like a parcel of pigs, having positively no seat to avail themselves of, and the open sky above. As these cars have to turn a right angle more than once during their journey from the centre of the city to the locomotive engine, it will be necessary to attach a four-in-hand team in order to take them to that station; but it may appear a matter of speculation, if not of doubt, how a car nearly 50 feet long could turn such an angle. By reference to the Sketch, it will be seen that it is poised on two small carriages underneath, with four wheels each, the centre of each having a pivot so contrived, that, whilst the front carriage is turning a sharp curve of less than 40 feet radius (an outrage contrary to law in England), the hinder one may be on another portion of the rail in reality pointing in another direction. We have watched the cars at this interesting turn, and found

the driver with his four horses in hand is obliged to go very carefully, in order not to shoot over the curve by the force of the impetus being so suddenly checked. We likewise remarked that the outer rail was several inches higher than the inner one, as a matter of course: this is most sensibly felt in the inside of the car; but for all this contrivance and care the cars will at times get off the rails. The windows along each side offer an opportunity to the traveller of seeing all around him. The cars are very light, and a stream of air can be let in at any time by opening one of the end doors; they are also ventilated by perforations in the roof, and in the winter time a close stove is introduced, which is rather a remarkable feature to an Englishman. One might go from one end of the train to the other, through all the carriages, as the money-taker must do each journey. There is something in the manner of fastening the four horses and detaching them at once which merits a careful description, and is a feat worthy of Astley's Amphitheatre. It must be understood that the driver stands on the platform in front, the horses being attached by an iron pin, which drops into a hole at his feet and fastens the pole at the front of the carriage; when at the end of the journey, and whilst the car is still in motion, he slightly holds in the horses, and, guiding them off the rails at a tangent, suddenly withdraws the pin, and thereby detaching the horses, jumps off the platform, and drives them into the stables, whilst the car goes on by its own momentum to the locomotive engine, attended by the breaksmen.

INTERIOR OF A NEW YORK RAILWAY CAR.

In the accompanying interior of an American car, the contrast with our own



INTERIOR OF AN AMERICAN RAILWAY CAR.







# FATAL WRECK OF HER MAJESTY'S STEAMER "BIRKENHEAD," AND LARGE LOSS OF LIFE.

A catastrophe of the most disastrous character has become known within the week. Her Majesty's large steamer *Birkenhead*, which had been despatched from England a short time back with reinforcements for the troops engaged in the Kafir war at the Cape of Good Hope, has been lost off the coast there; and out of 638 souls on board, only 184 have been saved.

The scene of this terrible calamity was at Danger Point, not far from Simon's Bay, where the steamer, after a prosperous run of forty-eight days from Cork—which she left on the 7th of January last—arrived on the 24th of February, and landed a portion of the reinforcements on board. She left on the following evening at seven o'clock to proceed to Algoa Bay and the Buffalo River, with the rest of the troops destined for the war; and her commander, Captain Salmon, in his anxiety to make as quick a passage as possible, kept to the shore so closely, that the steamer, during the night, got among the rocks which line the coast, and struck with a violent shock at two o'clock in the morning on the 27th of February, seven hours after she had steamed out of Simon's Bay. The speed at which she was going—8½ knots an hour—drove her with such force on the rocks, that within a few minutes after she struck she broke in two, and went down, carrying with her the large proportion mentioned above of the persons on board.

The coolness and steady obedience to order which the troops manifested on that awful and trying occasion present an instance of one of the noblest results of discipline. All the women and children were removed in time to secure their entire safety, and then the officers and men tried to save themselves in the boats, and by whatever means they could obtain.

The following report, addressed to the Commandant of Cape Town by Captain Wright, of the 91st Regiment, one of the survivors, gives a graphic and succinct narrative of the disaster:—

Simon's Bay, March 1, 1852.

Sir,—It is with feelings of the deepest regret that I have to announce to you the loss of her Majesty's steamer *Birkenhead*, which took place on a rock about two and a half or three miles off Point Danger, at 2 A.M., 26th February.

The sea was smooth at the time, and the vessel was steaming at the rate of eight knots and a half an hour. She struck the rock, and it penetrated through her bottom just aft of the foremast. The rush of water was so great that there is no doubt that most of the men in the lower troop deck were drowned in their hammocks. The rest of the men and all the officers appeared on deck, when Major Seaton called all the officers about him and impressed on them the necessity of preserving order and silence among the men. He directed me to take and have executed whatever orders the commander might give me. Sixty men were immediately put on to the chain pumps on the lower afterdeck, and told off in three reliefs; sixty men were put on to the tackles of the paddlebox boats, and the remainder of the men were brought on to the poop, so as to ease the fore part of the ship. She was at this time rolling heavily. The commander ordered the horses to be pitched out of the port gangway, and the cutter to be got ready for the women and children, who had all been collected under the poop awning. As soon as the horses were got over the side, the women and children were passed into the cutter, and under charge of Mr. Richards, master's assistant, the boat then stood off about 150 yards. Just after they were out of the ship the entire bow broke off at the foremast, the bowsprit going up in the air towards the fore topmast, and the funnel went over the side, carrying away the starboard paddlebox and boat. The paddlebox boat capsized when being lowered. The large boat in the centre of the ship could not be got at.

It was about 12 or 15 minutes after she struck that the bow broke off. The men then all went up on the poop, and in about five minutes more the vessel broke in two, crosswise, just abaft the engine-room, and the stern part immediately filled and went down. A few men jumped off just before she did so, but the greater number remained to the last, and so did every officer belonging to the troops. All the men I put on the tackles, I fear, were crushed when the funnel fell; and the men and officers below at the pumps could not, I think, have reached the deck before the vessel broke up and went down. The survivors clung, some to the rigging of the mainmast, part of which was out of the water, and others got hold of floating pieces of wood. I think there must have been about 200 on the drift wood. I was on a large piece along with five others, and we picked up nine or ten more. The swell carried the wood in the direction of Point Danger. As soon as it got to the weeds and breakers, finding that it would not support all that were on it, I jumped off and swam on shore; and when the others, and also those that were on the other pieces of wood, reached the shore, we proceeded into the country, to try to find a habitation of any sort where we could obtain shelter. Many of the men were naked, and almost all without shoes. Owing to the country being covered with thick, thorny bushes, our progress was slow; but, after walking till about 3 P.M., having reached land about 12, we came to where a wagon was outspanned, and the driver of it directed us to a small bay, where there is a hut of a fisherman. The bay is called Sandford's Cove. We arrived there about sunset; and, as the men had nothing to eat, I went on to a farmhouse about eight or nine miles from the Cove, and sent back provisions for that day. The next morning I sent another day's provisions, and the men were removed up to a farm of Captain Smales; about 12 or 14 miles up the country. Lieutenant Girardot, of the 43d, and Cornet Bond, of the 12th Lancers, accompanied this party, which amounted to 68 men, including 18 sailors.

I then went down to the coast, and during Friday, Saturday, and Sunday I examined the rocks for more than 20 miles, in the hope of finding some men who might have drifted in. I fortunately fell in with the crew of a whale boat, that is employed sealing on Dyer's Island; I got them to take the boat outside the seaweed, while I went along the shore. The seaweed on the coast is very thick, and of immense length, so that it would have caught most of the drift wood. Happily, the boat picked up two men, and I also found two. Although they were all much exhausted, two of them having been in the water 38 hours, they were all right the next day except a few bruises. It was 86 hours on Sunday afternoon when I left the coast since the wreck had taken place; and as I had carefully examined every part of the rocks, and also sent the whale boat over to Dyer's Island, I can safely assert that when I left there was not a living soul on the coast of those that had been on board the ill-fated *Birkenhead*.

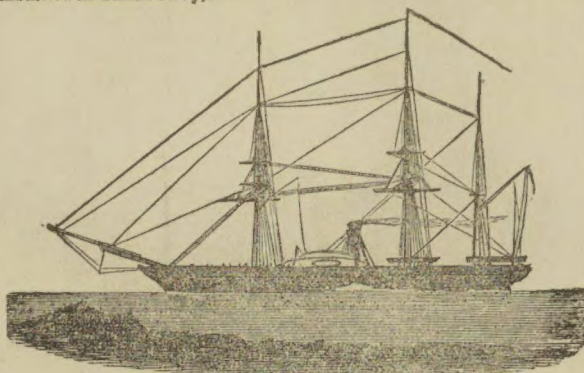
On Saturday I met Mr. Mackay, the Civil Commissioner of Caledon, and also Field-cornet Villiers. The former told me that he had ordered the men who had been at Captain Smales' to be clothed by him, he having a store at his farm. Forty soldiers received clothing there. Mr. Mackay, the field-cornet, and myself, accompanied by a party of men brought down by Mr. Villiers, went along the coast as far as the point that runs out to Dyer's Island, and all the bodies that were met with were interred. There were not many, however, and I regret to say it could be easily accounted for. Five of the horses got to the shore, and were caught and brought to me. One belonged to myself, one to Mr. Bond, of the 12th Lancers, and the other three to Major Seaton, of the 74th, Dr. Laing, and Lieutenant Booth, of the 73d. I handed the horses over to Mr. Mackay, and he is to send them on to me here, so that they may be sold, and that I may account for the proceeds.

On the 28th of February her Majesty's ship *Rhadamanthus* was seen off Sandford's Cove; so I went down there, and found that Captain Bance, the Commander of the *Castor* frigate, had landed and gone up to Captain Smales', to order the men down to the Cove, so as to embark in the steamer to be conveyed to Simon's Bay. On Sunday, when I was down on the coast, the field-cornet told me that at a part where he and his men had been a few bodies were washed up and buried; also a few boxes, which were broken in pieces and the contents strewn about the rocks. I then ceased to hope that any more were living, and came down to the Cove to join the other men. We arrived there about six P.M.

The order and regularity that prevailed on board, from the time the ship struck till she totally disappeared, far exceeded anything that I thought could be effected by the best discipline; and it is the more to be wondered at, seeing that most of the soldiers had been but a short time in the service. Every one did as he was directed; and there was not a murmur or a cry among them until the vessel made her final plunge. I could not name any individual officer who did more than another. All received their orders, and had them carried out, as if the men were embarked, instead of going to the bottom; there was only this difference, that I never saw any embarkation conducted with so little noise or confusion.

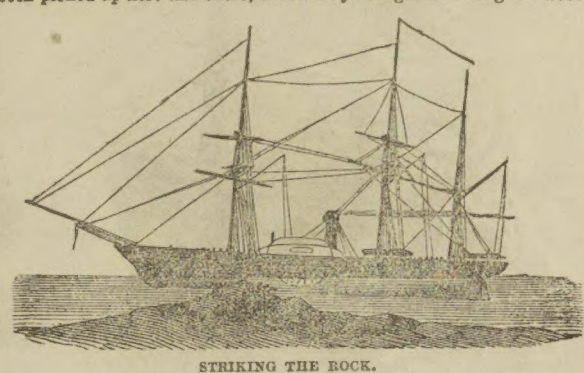
I inclose a list of those embarked, distinguishing those saved. I think

it is correct, except one man of the 91st, whose name I cannot find out. The only means I had of ascertaining the names of the men of the different drafts, was by getting them from their comrades who are saved. You will see by the list inclosed, that the loss amounts to 9 officers and 349 men, besides those of the crew; the total number embarked being 15 officers and 476 men (one officer and 18 men were disembarked in Simon's Bay).



THE "BIRKENHEAD" NEARING THE SUNKEN ROCK.

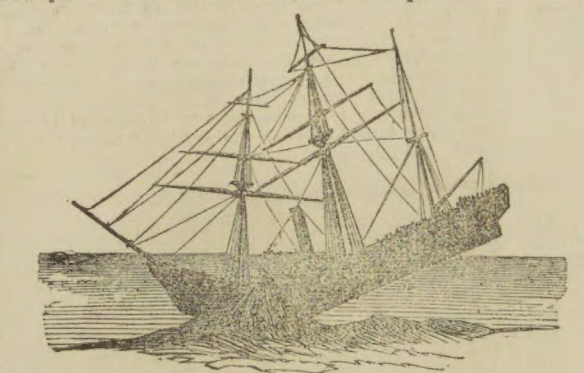
I am happy to say that all the women and children were put safely on board a schooner that was about seven miles off when the steamer was wrecked. This vessel returned to the wreck at about 3 P.M., and took off 40 or 50 men that were clinging to the rigging, and then proceeded to Simon's Bay. One of the ship's boats, with the assistant-surgeon of the vessel and eight men, went off, and landed about fifteen miles from the wreck. Had the boat remained about the wreck, or returned after landing the assistant-surgeon on Point Danger—about which there was no difficulty—I am quite confident that nearly every man of the 200 who were on the drift wood might have been saved, for they might have been picked up here and there, where they had got in among the weeds,



STRIKING THE ROCK.

and landed as soon as eight or nine were got into the boat. Where most of the drift wood stuck in the weeds the distance to the shore was not more than 400 yards, and as, by taking a somewhat serpentine course, I managed to swim in without getting foul of the rock, or being tumbled over by a breaker, there is no doubt the boat might have done so also.

One fact I cannot omit mentioning. When the vessel was just about going down, the commander called out, "All those that can swim, jump overboard and make for the boats." Lieutenant Girardot and myself were standing on the stern part of the poop. We begged the men not to do as the commander said, as the boat with the women must be swamped. Not more than three made the attempt.



BREAKING.

On Sunday evening, at 6 P.M., all the men who were at Captain Smales', and the four I had with myself on the coast, were embarked in boats and taken on board the *Rhadamanthus*, and we arrived in Simon's Bay at 3 A.M. on Monday, the 1st of March; eighteen of the men are bruised and burnt by the sun, and the Commodore has ordered them into the Naval Hospital. The rest are all right, and seventy require to be clothed. I need scarcely say that everything belonging to the men was lost.

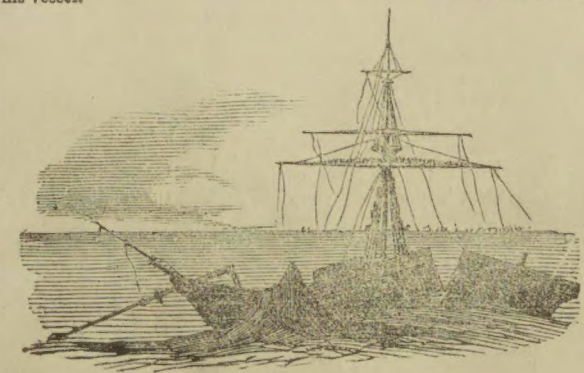
I have, &c.

EDWARD W. C. WRIGHT, Captain, 91st Regiment.

Lieutenant-Colonel Ingleby, R.A., Commandant of Cape Town.

P.S.—I must not omit to mention the extreme kindness and attention shown by Captain Smales to the men at his house; and by Captain Ramsden, of the *Lioness* schooner, and his wife to those taken on board his vessel.

E. W. C. W.



THE WRECK.

From other accounts it would appear that considerable numbers perished in the water from the attacks of the sharks, which surrounded the wreck in shoals.

The following are returns of the numbers saved and lost respectively:—

## SAVED.

OFFICERS, SEAMEN, MARINES, AND BOYS.—William Cullane, assistant-surg.; C. R. Kenwick, assistant engineer, 1st class; Benjamin Barber, ditto, 3d class; John Freshfield, clerk; R. B. Richards, master's assistant; G. W. S. Hine, clerk; John Archibald, gunner. SEAMEN.—John Bowen, A.B.; Thos. Dunn, A.B.; George Till, A.B.; John Smith, A.B.; Charles Noble, A.B.; Thos. Daley, A.B.; William Langmaid, A.B.; John Ashbolt, stoker; George Randall, stoker; John King, stoker; Thomas Dew, stoker; Henry Maxwell, quartermaster; Edward Wilson, boatswain's mate; James Lacey, capt. main top; Jas. Messner, sailm. mate; Wm. Neale, carpenter's mate; Thos. Handrain, lg. stoker; James Jeffery, P. and P. steward; Edward Gardner, stoker; John Hoskins, stoker; E. Crocker, A.B.; Sam. Harris, A.B.; Richard Tighe, A.B.; H. Cheesman, A.B.; Abel Stone, Ord. 2d class; John McCabe, stoker; William Chase, stoker; George Kelly, stoker; Martin Knish, A.B.; Robert Phinn, A.B.; George Windsor, A.B.; Thomas Harris, A.B.; John Lewis, A.B.; Thomas Woods, stoker;

John Thalan, A.B.; John Dyke, A.B.; James McCarthy, A.B.; Thomas Forbes, A.B.; Henry Bewhill, A.B.; William Woodward, seaman; Thomas Drackford, seaman; Thomas Coffin, seaman; William Gale, boy 1st class; Charles Matthews, boy 2d class; George Windham, boy 2d class; Benjamin Turner, boy 2d class; J. R. Howard, not on ship's books.

MARINES.—John Drake, colour sergeant; William Northover, private; Thos. Daniels, private; John Cooper, private; William Tuck, private; Thomas Kearns, private.

SOLDIERS.—2d Regiment: John Moore, Michael Malay, P. Peters, John Peters, Thomas Chadwick, Robert Page, Henry Double, Henry Vernon, James Gildea, Benjamin Worrell, Patrick McCreery. 6th Regiment: Sergeant Telle, W. Bushe, William Clark, Thomas Coa, James Goldin, John Herrich, James Wade, William Welch. 12th Regiment: Daniel Waters, Thomas Sangaw, John Irvin, James Johnson, Robert Dolan, John Yale, John Simon, P. Ward. 43d Regiment: John Herin, Ed. Ambrose, James West. 45th Regiment: Adam Keating. 60th Rifles: William Burrow, Thomas Nuttall, Thomas Smith, William Sooter. 73d Regiment: Sergeant Kilberry, William Bushe, Thomas Cash, James Fitzpatrick, William Halfpenny, Patrick May, Michael O'Brien, Patrick Lynch, John Sullivan, William Wood. 74th Regiment: Sergeant Harold, W. Boyce, C. Ferguson, James Henderson, D. Kirkford, Walter Taylor, John Smith, Charles Walker, D. Shaw. 91st Regiment: John Stanley, D. Carey, P. Mullins, P. Cunningham, John Coughan. 91st Regiment: John Lamb, John Walsley, Frederick Winterbottom.

WOMEN.—Mrs. Darlins, Mrs. Nesbit, Mrs. Mullins, Mrs. Hudson, Mrs. Gwichar, Mrs. Spruce, Mrs. Montgomery.

Thirteen children.

Mr. Bowen, staff-surgeon.

Total:—One officer and 62 soldiers, 7 women, and 13 children.

When the *Rhadamanthus* reached the scene of the wreck, she found on the shore, near Danger Point, 68 survivors, who had succeeded in landing there. It appears, from search of the coast for twenty miles, that no others have been saved or are likely to be found. The following is the list of the 68 persons, in addition to those saved by the boats:—

OFFICERS.—Captain Wright, 91st Regiment; Lieutenant Girardot, 43d Regiment; Ensign Lucas, 73d Regiment; Cornet Bond, 12th Lancers.

12th Lancers: J. Dodd. 2d Regiment: A. Auther, W. Babb, J. White, J. Bayden, J. Smith. 6th Regiment: J. Kitson, R. Hunt, M. Hartley, J. Hoddy. 12th Regiment: G. Bridges, G. Welis, W. Smith, L. Higgins, J. M. Donnell. 43d Regiment: J. Gerim, G. Peters, G. Lyons, G. Brachley, M. Horneet, P. Allan, J. Woodward. 60th Regiment: Sergeant D. Andrews, A. Lackie, H. Voss, J. Hanlon, H. Maltier, J. Stanfield. 73d Regiment: D. Sullivan, J. O'Reilly, W. Dopson, P. Taylor. 74th Regiment: G. Taylor, J. Mullin, K. Hartle, J. Keath, D. Munroe, J. McGregor, J. M'Kee. 91st Regiment: J. Holden, P. Flynn, J. Cordey, A. M'Kay, A. Hutson, J. Lancy, J. Haggard.

Total:—46 soldiers, 4 officers.

List of officers and seamen of the *Birkenhead* taken off Danger Point:—

OFFICERS: Mr. Barber, assistant engineer; Mr. Archibald, gunner. Edward Crosser, A.B.; Samuel Harris, ditto; Thomas Handrain, stoker; Edward Wilson, boatswain's mate; James West, sailmaker's mate; Jas. Lacy, captain mizen top; James M'Neal, cooper's mate; Henry Maxwell, quartermaster; H. Jeffery, paymaster and purser's steward; Edward Gardner, stoker; Rd. Higgle, A.B.; John Hoskins, stoker; William Luck, private, E.M.; Thomas Kearns, ditto; George Wyndham, B. 1st class; Benjamin Turner, ditto. Total:—2 officers and 16 seamen.

## DROWNED.

Draft 2d or Queen's Regiment.—Ensign Boyland, Corporal M'Manus, Privates Coul, M'Kinsey, George Marsh, James Koley, Jos. Burke, Charles Cornell, James Coe, Richard Coleman, William Clay, William Forbes, Green, Joan Greenleaf, John Howard, George Knight, Patrick Lavery, John Martin, Charles Mooney, James Nason, Michael O'Connell, James Oxley, George Price, John Quin, Timothy Simmonds, Frank Shocknessy, Nathaniel Thomas, Samuel Vesce, Webster, Walker, Thomas Woodall, George Weller, W. M. Wheller, Zwyker (band-master), John Mills, William Day.

Draft 6th Royal Regiment.—Ensign Medford, Abraham Burke, Michael Beckett, William Brown, John Begon, Patrick Begon, William Begon, Joseph Bromley, Dennis Connel, Patrick Corrigan, Hugh Dickson, Thomas Finn, William Fletcher, John Grady, Joseph Hudson, Henry Kean, John Kelly, William Kitchen, Henry Lombard, John Mayne, Hugh Murray, Cornelius Maloney, Patrick Maloney, Thomas Maloney, Michael Morgan, John Orlenshaw, Charles Prince, Patrick Ryan, John Ryder, John Reamington, Thomas Spicer, Mark Somerton, Michael Star, John Smith, Edward Tobey, George Tully, John Teaney, George Worth, West, Thomas White, James Milham, Henry Jacobs, John Lewis, Patrick Malann, Joseph Harris, Alfred Clifford, John Croker, James Hanley.

Draft 12th Lancers.—Cornet Rolt, Sergeant John Straw, G. Hutchins, G. English, Coalsboro.

Draft 12th Regiment.—Privates Thomas Archer, Armstrong, Barrett, Bellingham, Boswell, George Bradley, Byrne, Carrington, Cellus, Cimes, Commons, Costello, Cragg, Demmick, Durkin, England, Field, Fitzgerald, Flanagan, Flanley, Freeman, Finn, Grunshaw, Hart, Haward, Samuel Johnston, Wootton, Kelcher, Kelly, Lambdon, Lawlor, Lee, M'Dermott, M'Donnell, M'Morrow, Matravers, McAuley, Mullany, Moran, Morrison, Muns, O'Connor, Owen, Palmer, Pettifer, Pucell, Renaldi, Roach, Shepard, Smith (2714), Spriggs, Thompson, Tighe, Wales, Wilson.

Draft 43d Light Infantry.—Sergeant William Hicks, Corporal Joseph Harrison, Corporal Benjamin Cousins, John Anderson, John Butler, John Byrne, William Bailon, Daniel Brennan, Thomas Cave, John Co Grove, George Gilham, William de Bank, Thomas Dews, William Donald, Joseph Penning, Kelly, Houston, John Riddleston, Reardon, Sullivan, Vickers, Edward Quin, Maurice Wel h, Charles Ranshaw, Shepherd, John M'Quade, Michael M. Raralin, Timothy Sheehan, William Tucker.

Draft 45th Regiment.—G. C.cker, William Connell, M. Daugherty.

Draft 60th Rifles.—Corporal Francis Curtis, James Brown, James Brookland, James Callagan, William Chapman, Eli Elliott, Thomas Frost, Arthur Hamilton, Michael Keleher, William Kelly, Charles Lucas, James Maher, James Moore, John M'Acay, Daniel M'Quade, Patrick O'Brien, Thomas Peacock, John Rees, William Russell, Thomas Scott, James Storey, Patrick Stokes, James Thompson, William Wilkins, William Wilkinson, James Wilson, William Woodward, John Wallis, Simon Jacobs, Joseph Ladd.

"Draft 73d Regiment.—Lieutenant G. W. Robinson, Lieutenant A. H. Booth, Thomas Birmingham, James Bernard, James Beggan, William Boeman, Daniel Buckley, John Byrne, William Burton, John Bryan, Michael Caffy, Matthew Collins, Patrick Corney, John Clements, Charles Dawson, Hugh Deegan, William Dudley, Patrick Doyle, Hugh Feehy, Matthew Fitzpatrick, Michael Flanagan, Hugh Feely, Michael Frenah, Malachi Garin, Michael Gavin, Samuel Giles, John Grant, William N. Hall, John Harmer, Patrick Feanley, Robert Hinchin, Michael Henley, William Kearns, Timothy Saelly, George Lawrence, Thomas Larkin, Michael Maher, John Mahays, John Murphy, Thomas Murray, David O'Brien, William O'Connell, Michael Roonan, George Randall, George Darey, William Flynn, Philip Scott, Timothy Sheehan, Daniel Shea, James Sullivan, Robert Shepherd, George Smith, James Wilson, William Holmes, James M'Murray.

Draft 74th Highlanders.—Major Seaton, Ensign Russell, Corporal M. Mathison, Corporal William Laird, George Anderson, Archibald Baxter, John Bunnie, Robert Blackie, Walter Bruce, John Cattanaach, John Cowan, David Cousin, William Donald, David Donaldson, James Gibson, Charles Gow, D. K. Gorman, William Graham, Thomas Harrison, Alexander Henrie, David Hunter, James Kirkwood, John Lowrie, James Morton, Alexander Murdoch, Alexander Matlison, Thomas Maxwell, Alexander Miller, David Miller, George Miller, William M'Anley, James M'Kinnon, Edward M'Leod, John M'Clarney, Thomas Robertson, Ebenezer Rutherford, John Sharp (1), Duncan Shaw, Robert Smith, William Smith, Robert Stewart, William Stewart, John Thomson, Adam Thomson, Francis Turner, Robert Walker, George Watson, Peter Hamilton, John Nelson, Thomas Pride.

Draft 91st Regiment.—Sergeant William Butler, Corporal Alexander Webber, Joseph Burt, James Bryan, James Buckham, William Whibro, James Cavaner, Daniel Daley, James Drury, Hugh Ford, Patrick Gaffy, John Harber, Stephen Higgan, Patrick Higgan, Thomas Jays, George Kemp, Francis Hickeney, James Evans, James Montgomery, William Matson, John Smith, William E. Smith, Luke Smith, Patrick Smith, William Clark, James Terrney, Christopher Ware, Alexander Wellington, Joseph Grant, John Moore, William Woodman, George Justs, James Moon, William Foster, William Measures, William Sedgewood, Patrick Kelly, James Delaney, Alexander M'Faden, Henry Haywood, Patrick Hussey, John Sweeney, David Pratt; James Walsh, passenger; Andrew White, a servant.

The accompanying illustrations, for which we are indebted to the courtesy of Captain Wright, show the several stages of the catastrophe. First, we have the ill-fated steamer nearing the sunken rocks; in the next sketch, she is striking; and the two other sketches show the mode of her destruction. The fore part of the vessel fell on the on side of the rock, and the machinery, being heavy, kept that part down, leaving the stern, which was buoyant, above water. It had, however, a rocking motion; and in a little time it broke in two at the second air-tight compartment (c), when the water rushed into b, and r row down the whole stern, and the e upon it, below water, leaving out the topsail yard, to which they clung.

## "CHRIST BLESSING LITTLE CHILDREN."

This picture, which is intended to be placed in the infant-school of St. Stephen's, Westminster, has been painted by Mr. Marshall Claxton, under these very interesting circumstances.

In the summer of the year 1850 the artist received from Miss Burdett Coutts the commission for the picture, for the decoration of the school erected with the fine church of St. Stephen at Miss Coutts' expense. Mr. Claxton shortly afterwards sailed in an emigrant vessel for Australia. On his long voyage he studied his work, sketched it, and immediately on landing at Sydney prepared to set about painting.

He could, however, find no house with a room large enough for his purpose; so, having obtained from the committee of Sydney College the loan of that building, he set up his easel there. The painting soon became matter of public interest, so that, from first to last, not less than 7000 persons called to watch its progress. They viewed it as Australia's





"CHRIST BLESSING LITTLE CHILDREN."—PAINTED BY MARSHALL CLAXTON, FOR THE INFANT-SCHOOL, ST. STEPHEN'S, WESTMINSTER.

earliest contribution to art, and they felt justly proud of such a first essay. At length the picture was completed and sent to England, and, since its arrival here, a large number of persons visited the Amateur Gallery in Pall-Mall, wherein it was placed.

It is generally regarded as the most successful work the artist has yet painted. Bearing in certain places the marks of imperfection and hasty execution, the conception and general arrangement show the painter's command over expression, ability in telling the story, a fine feeling for colour, and competent knowledge of effect. Christ is seated in an open portico; around him are grouped the several ages of infancy or youth; the children of rich and poor are there—of Jew and of Gentile, of the bondwoman and of the free. All press around

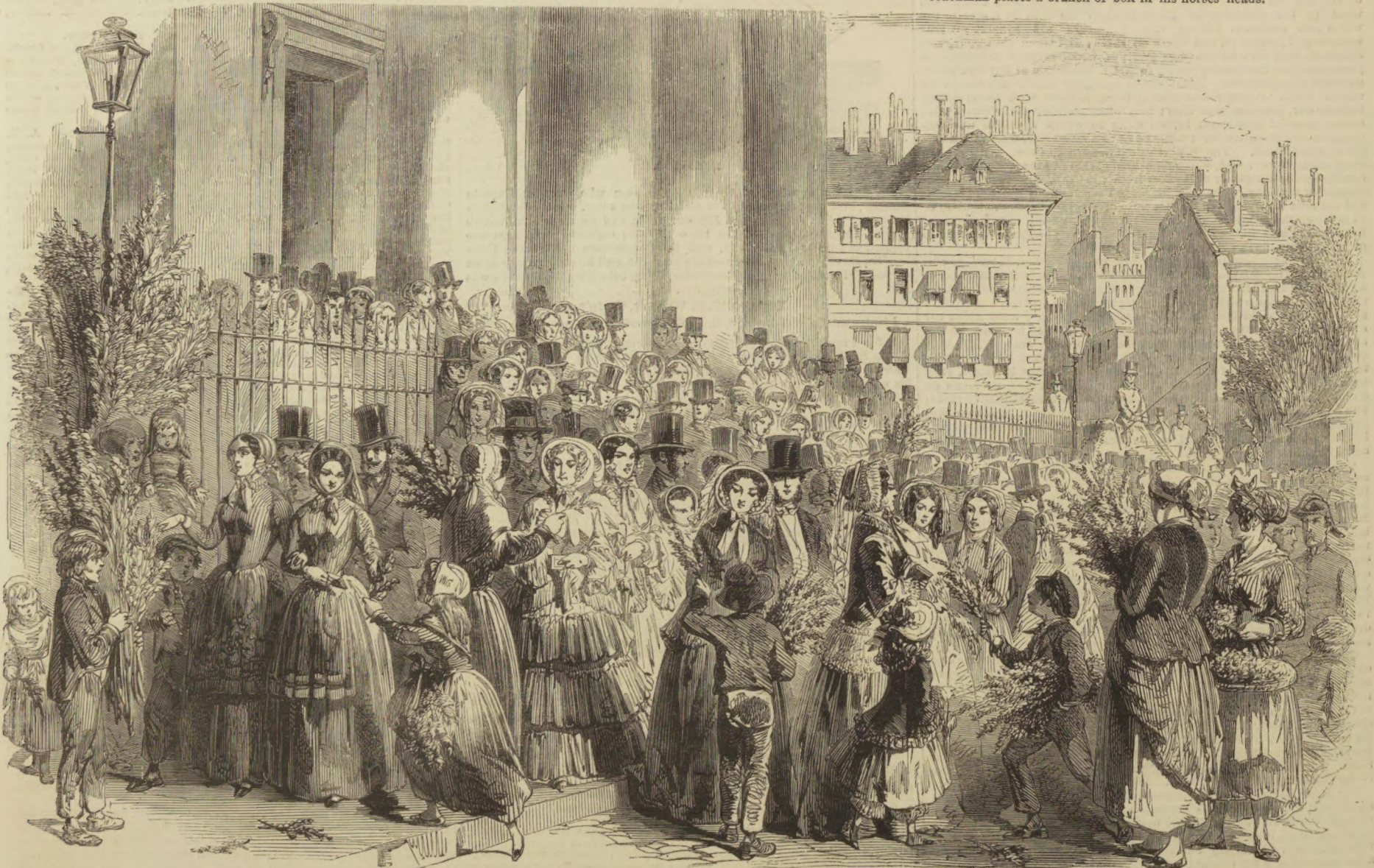
the Saviour with an instinctive appreciation of his benignity and love. To the left of the picture, the favourite disciple and his brother are regarding with delight this new proof of their Master's goodness; while Peter and other Apostles are yet awed by the rebuke, "Suffer little children to come unto me, and forbid them not; for of such is the kingdom of heaven." Certainly no subject could have been selected more appropriate for its final resting-place, an infant-school; there to impress, in comparative ratio, the sacredness and high calling of the precepts taught within the Church's holy pale.

We understand that the picture is about to be engraved in style corresponding with Sir C. L. Eastlake's fine print of "Christ Weeping over Jerusalem."

#### THE SUNDAY BEFORE EASTER IN PARIS.

DRAWN BY VALENTIN.

IN Paris, the Sunday before Easter (*Le Dimanche des Rameaux*, as it is termed) is observed by a ceremony corresponding with that of blessing palms at Rome; hence Palm Sunday. Just as the crowd are leaving the churches, after high mass, vendors of *box-tree* surround them. The twigs are eagerly purchased, and each is taken to be blessed by the parish priest; after which the possessor takes it home, and keeps it as propitiatory of good fortune. The practice is very general; even the coachman places a branch of box in his horses' heads.



PALM SUNDAY IN PARIS.—DRAWN BY VALENTIN.





THE CROSS OF FIRE.  
IN ST. PETER'S, AT ROME, ON MAUNDY THURSDAY  
(SEE NEXT PAGE).



## THE CROSS OF FIRE IN ST. PETER'S, AT ROME.

The grand and solemn character of the religious ceremonies which mark the observance of Holy Week in Rome has long been celebrated as the chief among the attractions of a sojourn at this season in the Eternal City.

Maundy Thursday, so called from the first words of the anthem, "Mandatum novum do vobis," &c. ("A new command I give unto you, that you love one another as I have loved you"), which is sung on that day at the commencement of the washing of the feet by the Pope, in the Sala della Lavanda of the Vatican, is one of the principal days devoted to those imposing and magnificent ritual observances of the Roman Church.

At the close of the day's ceremonies, the office of *Tenebre*, in commemoration of our Saviour's Passion, is chanted, as well as on the evenings of Wednesday and Good Friday; and in St. Peter's, on this occasion, one of the most beautiful features of the "Functions," as they are termed, is presented to the admiration of the spectators. Towards the conclusion of the *Tenebre*, the church is rendered almost wholly dark by the gradual extinction of the lights; and from the lofty dome is seen suspended in mid air, over the Confessional of St. Peter, adjoining the High Altar, a Cross of Fire, or Light, emblematic of the light of Christianity, of which the Cross of Christ is the symbol.

The idea has evidently been suggested by the cross of light, inscribed with the words *et tunc vivas* (i. e. "By this sign you conquer"), which is mentioned in the life of Constantine the Great as having been seen by that Emperor in the heavens, when, still a Pagan, but yet inclining to Christianity, he was preparing in the immediate neighbourhood of Rome to give battle to his enemies, who disputed his right of succession to the imperial purple.

The "Cross of Fire" in St. Peter's on Maundy Thursday evening is formed by covering a cross with innumerable small lamps, which emit a brilliant flame, illuminating the transept in its immediate vicinity; and, all around being dark, the Cross is displayed in brilliant relief, as shown in the Engraving.

Accompanied as this sight is with the tones of the choir chanting the psalm "Miserere," as it can alone be sung by Italians and in St. Peter's, the effect of the whole is grand and impressive in the highest degree.

## CHURCH, UNIVERSITIES, &amp;c.

**PREFERMENTS AND APPOINTMENTS.**—The following preferments and appointments have recently taken place:—*Rectories*: The Rev. E. J. Hill, to Pandelf, Essex; the Rev. T. N. Williams, to Aber, Carnarvonshire. *Vicarages*: The Rev. C. J. Bell, to Blakeley, Northamptonshire; the Rev. G. Duwell, to Lantigan, Brecknockshire; the Rev. H. P. Meador, to Kingston-upon-Thames. The Lord Chancellor has appointed the Rev. Edward Ventris, M.A., perpetual curate of Stow-um-Quel, near Cambridge, to be one of his Lordship's domestic chaplains. The Bishop of Exeter has instituted the Rev. William Bryans, M.A., perpetual curate of Ash, Shropshire, to the vicarage of Tarvin, Cheshire, rendered vacant by the death of the Rev. J. S. Bowstead, M.A., on the presentation of the Bishop of Lichfield. The Bishop of Bath and Wells has licensed the Rev. Thomas Laughan, B.A., curate of Walcot, to the incumbency of St. Mary's Church, Queen-square, Bath. The President and Fellows of St. John's College, Oxford, have presented the Rev. A. P. Dunlap, B.D., Fellow of that society, to the rectory of Bardwell, near Bury St. Edmund's, Suffolk, rendered vacant by the death of the Rev. Henry Adams, M.A.

**TESTIMONIALS.**—The following clergymen have recently received testimonials of esteem and affection:—The Rev. A. M. F. Browne, from the children of the Lechlade National School; the Rev. Octavius Fox, late head master of the College School, Worcester, from his former pupils; the Rev. George Raymond Portal, from the teachers and scholars of the National School, on his resigning the curacy of Wilton, Wilts; the Rev. J. F. Baynam, lately appointed to the rectory of Charlton, Dover, from his former congregation, at Margate; the Rev. T. Cooke, incumbent of St. Peter's Church, Brighton, from the inhabitants; the Rev. G. R. Turner, from the parishioners of Marlborough, on his leaving.

**THE CHURCH OF THE HOLY SEPULCHRE, NORTHAMPTON.**—An effort is now being made to restore and enlarge this very interesting church, the oldest of the existing round churches in England. A committee has been formed, consisting of the Bishop of Peterborough, the Archdeacon, Lord Exeter and Spencer, and Messrs. Bloom, Harthorne, Poole, and others, in conjunction with the vicar and churchwardens, to carry this object into effect.

His Grace the Duke of Buckingham and Chandos, K.G., has been pleased to appoint the Rev. John Holford Risley, B.C.L., rector of Akeley, Bucks, one of his Grace's chaplains, in the room of the Rev. Benjamin Hill, late vicar of Wotton, Bucks, who has accepted a chaplaincy at Valparaiso, South America.

**MARY MAGDALEN, FROM THE PICTURE BY COUNT D'ORSAY** (Hogarth, Publisher).—This impressive work has been beautifully lithographed by Emile Lassalle. The painter has sought to portray the sorrowing mother giving utterance to the touching lament, "They have taken away my Lord, and I know not where they have laid him." The expression is that of bitter mourning and affecting sadness in this proto-example of the sorrows of Christianity. The picture will, in the words of the old saying, "naturally suit with the composed, fixed, and monastic disposition of some minds," but will at the same time satisfy the meditative feelings of all.

**THE ENGINEERS' STRIKE.**—The following correspondence has taken place between the Manchester branch of the Amalgamated Society and the Employers:—"To the Association of Employers.—Amalgamated Society, Manchester Branch-office, March 30, 1852.—Gentlemen.—The Manchester District Committee agree to withdraw the circular issued by the Executive Council, dated Dec. 24, 1851, and the circular emanating from a meeting held in Carpenters' hall, Oct. 2, 1851, on condition that you withdraw the declaration. If the above proposition meet your approbation, and the ground is clear, we suggest the following propositions for your consideration:—To work piece-work on a mutual principle between employer and employed. To work over-time when necessary, and to be paid for so working at the rate of time and quarter for the first two hours, time and half for the next two hours, and double time for every hour worked afterwards. The deputation is waiting to appear before the association, or to answer any question that may be put to them, on behalf of the workmen.—Gentlemen, yours respectfully, W. HEMM, Sec."—"March 30, 1852. Sir.—We are instructed by the executive committee of the Employers' Association to acknowledge the receipt of your letter of this day, and, in reply, to say, the committee cannot enter into any compromise whatever. They are strongly opposed to all combination, whether of masters or workmen, and they must remind you that they were forced into the present one by the aggressive acts of your and other societies; and until all the objectionable rules, demands, and by-laws of such societies are unconditionally rescinded and withdrawn, and the unquestionable right of every employer to make what arrangements and engage what workmen he pleases is fully recognised, the committee do not feel justified in recommending the association to rescind any resolution which they have thought necessary to adopt.—We are, RICHARDSON and WHITEWORTH.—To Mr. W. Hemm, secretary, Manchester Branch of the Amalgamated Society." The secretary of the iron-moulders at Manchester has addressed a letter to the secretaries of the Association of Employers, dated April 1st, in which he states that he is desirous to express his regret that the "declaration" had not, ere then, been withdrawn, and that the iron-moulders were desirous and willing to resume their work on the following conditions:—First, the withdrawal of the declaration from the iron-moulders; second, the discharge of the individuals who have subscribed to the same. The following answer has been returned:—"Manchester, April 2, 1852.—Sir.—We have to acknowledge the receipt of your letter of yesterday; and in reply we are instructed by the executive committee of the Employers' Association to say that the two 'conditions' named by you, on behalf of the iron-moulders, cannot be entertained. The monstrous character of the second 'condition' is most especial; the adherence of the employers to those workmen who have signed the declaration is a matter unanimously understood and approved. We are, sir, your obedient servants, RICHARDSON and WHITEWORTH, secretaries.—The following notice has been sent from the Executive Council of the Amalgamated Society to the employers of operative engineers, dated the 24th December, 1851, which circular stated 'that they had come to a resolution to abolish piece-work and overtime after the 31st December, 1851.' In withdrawing the above circular, which seems to have given rise to a serious contest in the trade, it is fully anticipated that such a course will have the effect of inducing the employers to withdraw the declaration which workmen are called upon to sign before resuming employment.—I am, gentlemen, your obedient servant, W. ALLEN, Gen. Sec., 25, Little Aile-street, Whitechapel, London.—April 5, 1852."

The Liverpool Watch Committee have decided that no member of an Orange or Ribbon society shall be allowed to remain, or be engaged, in the police force of that borough.

A valuable chronometer, manufactured by Alderman Carter, of Cernhill, has been presented by the inhabitants of Mauritius to Mr. Sheard, with the following inscription:—"The inhabitants of Mauritius present this chronometer to Mr. Samuel Bishop Sheard, late second officer of the ship *Rendolph*, wrecked on this island on the night of the 25th of June, 1851, to mark their admiration of his gallantry and humanity in repeatedly risking his life, under circumstances of peril and danger, in order to save the Indian emigrant passengers, in which he was eminently successful."

The *Gazette de France* says:—"A rumour is current that the two Grand Dukes of Russia, Michael and Nicholas, are about to come to Paris on a visit to the President of the Republic."

## IMPERIAL PARLIAMENT.

## HOUSE OF LORDS.—MONDAY.

## THE BURMESE WAR.

The Earl of ELLENBOROUGH, in moving for papers explanatory of the grounds of the hostilities with Ava, dwelt upon the false position in which the occupation and annexation of that territory would place the Government of India, and upon the prejudicial and probably fatal effect which even the most complete success in the war would produce upon both the civil and military service.

The Earl of DERBY vindicated the conduct of the Governor-General, who, he said, was not less anxious than the noble Lord himself to avoid the accession of a large increase of territory in that quarter. He hoped the House would be satisfied, that as on the one hand there had been no desire to incur the responsibility and hazard of a war, so on the other hand the measures of the Government had been so prompt and ready as to lead to a very reasonable expectation that the hostilities with the Burmese Empire would be of no very long duration.

The motion was agreed to.

## FOREIGN REFUGEES.

Lord BEAUMONT moved for the production of further correspondence on this subject, and called their Lordships' attention to the papers relating to it already laid on the table. The right of asylum granted in this country to foreigners who had lost their own was not only an honour to this nation, but was a source of safety to those Governments whence they had escaped; and he trusted the noble Lord the Foreign Secretary would at once declare whether they were prepared to abide by what had been the invariable policy of England in this respect. His Lordship also directed attention to the expulsion of the Free Church (Scottish) ministers from Pesth.

The Earl of MALMESBURY said that he held, as a principle paramount over all others, that the dignity of the Crown and the honour of the country were to be the first considerations of any person holding the position which he had the honour to fill. He could assure their Lordships that he was determined to continue to political refugees the asylum afforded to them by this country, so long as they respected its laws. He explained that the circumstances of the expulsion of the Free Church ministers had been much exaggerated.

After some observations from Lord GRANVILLE with regard to the correspondence which had passed between himself and the Austrian Government, Lord BEAUMONT withdrew his motion.

## THE PATENT LAW BILL.

Lord COLCHESTER moved that the bill should be committed *pro forma*, and whatever amendments were to be proposed should be discussed at the third reading.

The bill accordingly passed through committee.

## THE MUTINY BILL, AND THE MARINE MUTINY BILL.

These bills were read a second time.

The Indemnity Bill passed through committee.—Adjourned.

## HOUSE OF COMMONS.—MONDAY.

## GRAND JURIES.

The ATTORNEY-GENERAL gave notice that after Easter he would move for leave to bring in a bill to render it unnecessary to summon grand juries within the metropolitan districts.

## THE MILITIA FRANCHISE.

Colonel ROMILLY asked the Home Secretary whether he intended to give the franchise to soldiers in the regular army and to sailors in the Royal navy, as well as to militia-men.

Mr. WALPOLE said it was not his intention to press the clause in the Militia Bill giving a vote for the county to every man who had served for two years in the militia. He had consulted with his colleagues, who found so many difficulties in the way of carrying out the object, that he had determined to give it up.

## COUNTY COURTS JUDGES.

Mr. WALPOLE, in reply to Mr. McCullagh, stated that in some exceptional cases, where the labour was unusually great, it might be deemed proper to allow the maximum salary of £1200 a year to the county courts judges.

## NEW ZEALAND.

In reply to a question from Mr. Mangles, Sir J. PAKINGTON said that it was the intention of the Government, immediately after Easter, to introduce a bill with a view to confer representative institutions upon New Zealand.

## NEWSPAPER STAMPS.

The ATTORNEY-GENERAL stated, in reply to Mr. Scholfield, that, in conformity with the opinions of the late law officers of the Crown, he thought the decision of the Court of Exchequer in the case of a publication called the "Household Narrative of Current Events" was faulty, and that a new information would be tried, as a matter of form, to allow of the question being referred to the decision of the judges on a writ of error.

## MINISTERIAL EXPLANATIONS.

Mr. OSBORNE, in reference to what he regarded as the anomalous position of Ministers, demanded from them a somewhat more explicit declaration than had as yet been given with respect to their future policy, and of the measures they intended to introduce. The explanation and counter-explanations given in the one House and in the other showed the inconvenience of a Prime Minister not being a member of the House of Commons. Explanations No. 4, made on the previous Friday night by the Chancellor of the Exchequer, left things much in the same state as they were on the 15th of March. The promise to introduce such measures only as were necessary for the good government of the country, was taking a very large latitude; and since the celebrated Newcastle questioning in the other House, it was impossible to say what measures might not be considered necessary, or how long the dissolution would be delayed. The conduct of Ministers, who had pocketed the supplies on the faith of their first promise to dissolve at the earliest possible moment, partook more of the cunning of the cock-pit than the open defiance of the tilt-yard; more of the peculiar prudence of Newmarket Heath than the chivalry of Flodden Field. The delay was evidently for election purposes. Even now they were going about canvassing as "Free-trade Protectionists." The farmers, confiding as they were, and even the British ship-owners, must all be surprised when they read the member for Scarborough's (Mr. G. F. Young) address—that he did not want to go back to the Unionist doctrines of Corn Laws or Navigation Laws, but all he wanted was modification. He called on Ministers, as they valued their own character, to declare their policy plainly, both in regard to England and Ireland, and at the earliest possible moment to go to the country upon it.

Lord J. MANNERS said the Government had nothing to say beyond what it had already communicated to both Houses of Parliament. Upon that statement the Government took its stand; and when the proper time came, it would be quite prepared to appeal with confidence to the country. Those hon. gentlemen who were dissatisfied with these statements, instead of interrupting the public business, should at once take some steps to bring the matter at issue to a point.

Mr. ROEBUCK thought the noble Lord was quite right on this point; and, were he the leader of a party in the House, he would lose no time in bringing the matter to an issue. He must say that the Government had obtained power upon false pretences; they had obtained it by the profession of one set of principles, and they now sought to retain it by shrinking from carrying out those principles. He reminded the Chancellor of the Exchequer of the bitter sarcasm with which he had fastened on Sir Robert Peel, night after night, hunting him even to his grave, for adopting a course of action precisely similar to that which the right hon. gentleman was himself now pursuing.

Mr. ANDERLEY defended the Government from the attacks of Mr. Roebuck, which he contended were inconsistent with each other.

Mr. VILLIERS said it was his intention to bring the question to an issue by a motion in that House; and he had only abandoned that intention on finding that the Earl of Derby had admitted in another place that the majority of the House of Commons was against his Government.

Mr. HENLEY said the Government was asked by the Free-traders, what they meant to do? To which he would reply, by asking what it was they wanted? Whatever they might pretend to say, the electoral body throughout the country perfectly understood the policy of the Government, which was expressed in language not to be mistaken.

Mr. S. HERBERT said the question of Free Trade must be settled by a future Parliament after an appeal to the country. For his own part, he adhered to his former opinions, and would not admit even of their modification, if he could help it. Thus avowing his sentiments to the fullest extent upon the policy of the Government of Sir R. Peel, he was not at all afraid of an appeal to the country upon the subject.

After some observations from Mr. Moore, Sir J. Tyrrell, Mr. Newdegate, Sir R. H. Inglis, and Mr. P. Howard, the subject dropped.

## THE IONIAN ISLANDS.

Mr. HUME then proceeded to call attention to the state of the Ionian Islands, and impressed upon the Government the necessity of taking early steps to redress the grievances of the inhabitants of those islands, in which the rights of individuals had been grossly outraged under the apparent sanction of British authority.

Sir J. PAKINGTON defended Sir Henry Ward, who had under very difficult circumstances succeeded in upholding the authority of the Crown. His conduct had already been under discussion in that House, and it had been approved of by the late Government, which was perfectly cognisant of the facts.

Mr. F. PEEL was glad the Government intended to support Sir Henry Ward, whose conduct, he thought, entitled him to great praise, considering the difficult circumstances in which he was placed.

## SUPPLY.—THE KAFFIR WAR.

The House having gone into committee of supply, On the motion for a vote of £460,000 for the expenses of the Kaffir war, Sir W. MOLESWORTH strongly condemned the present system of government in that colony; and said, as long as it was continued, this country must make up its mind to keep up a force of at least 7000 men in the colony, at an enormous expense. The government of the colony of the Cape cost infinitely more per head than the Government of this country at home.

Mr. GLADSTONE took the same view of the case, and said it would appear as if we were hunting into all quarters of the world in order to see where we could squander the public money. They should allow the colonists to defend themselves, and they might rely upon it that they would defend themselves better, and more economically, than we could do it for them. They should leave it to the colonists to defend the frontier, and not only that, but they should leave it to the colonists also to say what that frontier ought to be.

Lord J. RUSSELL said he did not think that Mr. Gladstone had solved the difficulties surrounding the case of South Africa; for he did not think that the settlers who had been sent out by the Government in 1819 should be left to the protection of the colonists, who might perhaps neglect the duty, and thus bring dishonour on this country. He did not see the utility of keeping up an immense military frontier, which was of no possible utility, but which, if brought within reasonable limits, might be kept for years to come by a force not exceeding 4000 men. The noble Lord availed himself of that opportunity of stating that there was nothing in all that occurred which reflected in the slightest degree upon the military reputation of Sir Harry Smith.

Sir J. PAKINGTON deprecated the enormous additions of territory which had been made to the colony at the Cape, and hoped that before the return of Sir H. Smith he might have achieved the pacification of the frontier. The great difficulty to be overcome was the extent of territory which was added to the colony by Sir H. Smith with the consent of Lord Grey, although on a former occasion Lord Glenelg refused to sanction the annexation when it was recommended to him by a former Governor; and in refusing that sanction had assigned as reasons the difficulty of defending such an extent of frontier, which would bring it in contact with warlike and numerous tribes of natives, leading to constant uneasiness, and probably expensive wars. He could only say, for his own part, that he would pay every attention to the subject, with a view to extricating us from the difficulty without tarnishing the honour of the country.

The debate was continued by Mr. Keble, Mr. Adderley, Colonel Thompson, Mr. Hume, Mr. H. Drummond, Mr. Frederick Peel, and Lord John Russell.

Mr. F. PEEL said he should be prepared, whenever the occasion should present itself, to defend the policy of Earl Grey.

Lord J. RUSSELL said he should be also prepared to defend Earl Grey, and to take his share of the responsibility of his acts.

The vote was then agreed to, and the House resumed.

The Exchequer Bills Bill and the Protection of Inventions Extension Act were each read a third time.

The corrupt practices at Elections Bill passed through committee; an amendment, proposed by Mr. Walpole, to limit the inquiry in any case where a commission may be appointed to ten years, having been pressed to a division, and lost by 116 votes against 99.

Adjourned at half-past one.

## HOUSE OF LORDS.—TUESDAY.

## THE LOSS OF THE "BIRKENHEAD."

In reply to Lord Montagu, the Duke of NORTHUMBERLAND stated that the Admiralty had not received any news of this steam-ship. As soon as the news that it was lost reached the Admiralty by the newspapers, the Admiralty sent down a message by electric telegraph to the Admiral at Devonport, to inquire whether there was any truth in the report; and, if there was, why he had not sent intelligence of it immediately to the Admiralty, as their agents had sent it to the newspapers in London.

## OFFICIAL SECRETARY.

The Earl of ELLENBOROUGH referred to the publication of the orders issued to the commander of the Burmese expedition, and urged the necessity, for the safety of the army and the success of our arms, that the orders given to them in command should be kept secret.

The Earl of DERBY expressed his concurrence in the sentiments of the noble Earl on the subject.

On the motion of the Earl of DERBY, the House then adjourned for the Easter holidays, to Monday the 19th inst.

## HOUSE OF COMMONS.—TUESDAY.

## THE EASTER HOLIDAYS.

It was agreed that the House at its rising adjourn to Monday, the 19th inst.

## THE LOSS OF THE "BIRKENHEAD."

Mr. ADDERLEY asked the Secretary for the Colonies whether he had received any information relative to the reported loss of the *Birkenhead* steamer, and the causes of that event? In the second place, he wished his right hon. friend to state whether the news just received from the seat of war at the Cape gave any hope of an approaching cessation of bloodshed?

Sir J. PAKINGTON said that the only information he possessed on the melancholy subject to which his hon. friend referred was derived from the same source from which his hon. friend derived his, namely, the public papers. Up to the moment of his leaving the office to come down to the House, no official intelligence bearing on either of the topics involved in his hon. friend's question had reached him.

Mr. ADDERLEY also questioned the Secretary to the Admiralty on the melancholy subject.

Mr. STAFFORD, in reply, also stated that no further information had been received than appeared in the newspapers relative to the loss of the *Birkenhead*, the number of souls on board of which was upwards of 600. The *Hydra* and *Megara*, which were also employed in conveying troops to the Cape, had been spoken with—the one off Sierra Leone, on the 2nd of March, and the other in 28 deg. 13 min. north latitude, and 18 deg. 13 min. west longitude, on the 29th January.

## THE "BULLETIN FRANCAIS."

Mr. MILNES put a question in reference to the recent seizure of publications belonging to a British subject, Mr. Jeffs, from the *Soho* steamer, by the Belgian Government.

The CHANCELLOR of the EXCHEQUER stated that the publications were for the most part French newspapers, and were contraband under an old Belgian act. For the French sustained by the seizure of the *Bulletin Francais*, the editor of which had been proceeded against and acquitted subsequently, Mr. Jeffs must proceed in the Belgian courts.

## THE RIVER PLATE.

Mr. M. GIBSON put a question on the subject of our relations with Brazil as to the free navigation of the river Plate and its tributaries.

The CHANCELLOR of the EXCHEQUER explained, that within twenty-four hours after the fall of Rosas, communications had been opened with the French Government for the purpose of securing those commercial advantages which that event opened up a prospect of obtaining. The Chevalier St. John and Sir Charles Hotham were about to go on a joint mission for the purpose of negotiating for the opening of the free navigation of the waters of the Plate. In reply to a further question, he added that the British envoy would touch at Rio, for the purpose of opening friendly communication with the state of Brazil.

## PUBLIC BUSINESS.

The CHANCELLOR of the EXCHEQUER gave notice, that on the 19th Mr. Herries would move the Committee on Indian Affairs. On the 23d the Militia Bill would be proceeded with, which, with the estimates, was to be the continuous business, interrupted only by any question of great urgency, such as the financial statement, until they were disposed of.

## BALLAST-HEAVERS.

Mr. G. THOMPSON moved for leave to bring in a bill to establish an office for the employment of ballast-heavers, and to put an end to the system of employing and paying them at public-houses. The bill, he said, was framed on the same principle as the Coalwhippers' Act.

Mr. HENLEY would not oppose the first stage of the bill, but expressed a doubt whether it would not tend to impose restrictions on the employment of labour, and to create a monopoly in favour of a certain number of labourers.

Mr. LABOUCHERE believed that the Coalwhippers' Act had improved the condition of the labourers, and recommended that the subject to which the present bill related should be sent to a select committee.

Mr. HUME and Mr. OSBORNE spoke in favour of the proposition for a select committee.

Mr. WALLEY suggested the establishment of a general labour office.

Mr. GLADSTONE recommended Mr. Thompson to withdraw his motion, and substitute for it one for a select committee to inquire into the whole subject of the employment of ballast-heavers, with a view to framing a bill on their report.

Lord J. MANNERS thought, as the House had already sanctioned the principle of the bill, the better course would be to allow it to be read a second time, and then refer it to a select committee.

After some further conversation, a resolution in favour of the bill was passed in committee of the whole House, and the bill was ordered to be brought in.

The County Courts Extension Bill went through committee *pro forma*.

And the House was counted out in committee on the Suits in Chancery Relief Bill, at a quarter to eight o'clock.

**THE PEEL TESTIMONIAL.**—On Saturday last a deputation, consisting of the following gentlemen, viz. Mr. Yates (the originator of the testimonial and chairman of the committee), Mr. Dean, Mr. Davis, Mr. Finch, Mr. Wakeling, Mr. M'Phail, Mr. Greig, and Mr. Rouse, waited upon Mr. Hume, at his residence in Bryanston-square, for the purpose of ascertaining the amount of subscriptions collected and auditing the accounts. Mr. Hume informed the deputation that the total amount of penny subscriptions was £1737 0s. 6d., and he (Mr. Hume) was happy to say that he had received promises of subscriptions from several gentlemen, and expected a donation of £5 from Mr. Cobden. The accounts having been audited, it was resolved that the money should be placed in the funds in the names of Lord John Russell, Sir James Graham, and Mr. Hume, as joint trustees. A sum of £10 was voted to Mr. Yapp (Mr. Hume's secretary), for his services since August last; and a vote of thanks having been tendered to Mr. Hume for the interest he has taken in promoting the object of the subscribers, the deputation withdrew.

**COLONIAL REVENUES.**—A return to the House of Commons gives the gross revenue of the following colonies for the last year in which they could be made up. The following are the principal amounts:—Cape of Good Hope, revenue £223,554, expenditure £259,201; Ceylon, revenue £408,525, expenditure £414,715; Gibraltar, revenue £29,764, expenditure £30,563; Hong Kong, revenue £23,527, expenditure £34,549; Malta, revenue £126,389, expenditure £114,195; Mauritius, revenue £308,342, expenditure £265,206; New Zealand (north), revenue £65,244, expenditure £63,722; do (south), revenue £45,721, expenditure £45,159; South Australia, revenue £166,606, expenditure £149,334; Trinidad, revenue £88,140, expenditure £78,971; Van Diemen's Land, revenue £152,706, expenditure £165,864; West Australia, revenue £10,129, expenditure £11,259. The whole revenue of these colonies amounts to £1,717,495. The expenditure to £1,730,307. The cost of collecting the revenue was £103,514.

The total receipts derived from the turnpike roads in South Wales in 1851 was £38,307, and the expenditure within the year was £24,340. The receipts for 1852 are estimated at £39,331, and the expenditure at £29,260.



## EPITOME OF NEWS—FOREIGN AND DOMESTIC.

The Hon. William Patrick Talbot, brother of Earl Talbot, is appointed Private Secretary to Lord Derby, in the place of Col. the Hon. Edward Wilbraham, and is now officiating in that capacity to the Premier, in connexion with Mr. C. W. Sturges, of the Treasury.

A Cabinet Council was held on Saturday afternoon at the Foreign-office, Downing-street. The Ministers present were the Earl of Derby, the Lord Chancellor, the Earl of Lonsdale, the Marquis of Salisbury, Mr. Secretary Walpole, the Earl of Malmesbury, Sir John Pakington, the Chancellor of the Exchequer, the Duke of Northumberland, the Right Hon. J. W. Henley, the Earl of Hardwicke, the Right Hon. J. C. Herries, and Lord John Manners. The Council sat two hours and a half.

Mr. Horatio Hammond, Précis Writer to Lord Malmesbury at the Foreign-office, is appointed her Majesty's Consul at Granville, in the place of Mr. D. Turnbull, deceased. Mr. Bridges Taylor, of the Foreign-office, is appointed Précis Writer in the room of Mr. Hammond.

The Anglo-Brazilian Steam Navigation Company have established a line of splendid and powerful new steamships to ply regularly between Liverpool, Pernambuco, Bahia, and Rio de Janeiro, calling at Lisbon to land and receive passengers. The steamers already announced for the line are the *Cleopatra*, *Miranda*, and *Viola*, each 1500 tons burden, with proportionate propelling power. The *Cleopatra*, the first of the line, is now nearly ready, and will be despatched from Liverpool punctually on the 25th of next month.

Lord and Lady Eglington have commenced a series of state balls at Dublin Castle.

A return to the House of Commons has been printed, by which it appears that the largest number of slaves from Africa in one year landed in Cuba was in 1844, when the number was 10,000. The largest number landed in Brazil was in 1848, when the number was 60,000. Last year 5000 slaves were landed in Cuba, and 3287 in Brazil.

It is stated, says the *Patrie*, that a company has been formed for the establishment of a railway from Lyons to the Sardinian frontier. A demand for a concession of this line, which will stop at the Pont de Beauvoisin, has, it is said, been just made to the Government. It is positively stated that this railway will be continued across Savoy by an Italian company.

Shrineham-house, the property of Viscount Barrington, M.P., was entirely destroyed by fire, in the latter part of last week. The amount of property consumed was very great. Only a portion is said to be insured.

On three several days about the middle of last month, large stones were placed on the rails of the railway of Argentat, near the station of Colombes, in France. An investigation having been made, it was discovered that the author of these nefarious acts was a boy named Christy, son of a small farmer at Colombes; and it appeared that he had been desirous of causing a frightful accident from love of mischief. He was arrested, and condemned by the Tribunal of Correctional Police to two years' imprisonment. His father was accused as civilly responsible, but he was acquitted.

On Saturday last, after delivering his lecture on the branches of organic chemistry connected with malting, brewing, and wine making, Professor Brande, in an affecting address, took leave of the members of the Royal Institution, from whose body he has now retired.

The Lords of the Treasury have constituted Lowestoft, at present a creek within the port of Yarmouth, a separate and independent port of the super-numerary class, and the arrangement took effect from and after the 5th inst.

Major-General Cochrane assumed the command of the Dublin garrison and district on the 1st of this month, in succession of his Royal Highness the Duke of Cambridge.

Another gold company, formed in accordance with the French plan, *en commandite*, has issued its prospectus, under the title of the "Lewis Hill Range (Australian) Gold and Copper Mining Company." The richest auriferous district in Australia will be the scene of their operations, they having secured a tract of land on the river Turon, with two miles frontage to the river.

John Miller, Esq., of London, formerly the head of one of the principal mercantile houses in Rio Janeiro, has endowed Elizabeth College, Guernsey, with 1000 milreis per annum, to establish exhibitions for the pupils of that institution.

Richard Butler, a collier, living at Ince, was killed last week by an explosion of foul air whilst he was at work at the bottom of a pit called the Davy Pit, forming part of the Haigh Colliery, belonging to the Earl of Crawford and Balcarres.

A letter from St. Petersburg, in the *Emancipation* of Brussels, says:—"The physicians of the Czar have just prescribed for him the waters of Schwalbach, in the Grand Duchy of Nassau, only a few leagues from the French frontier. Thus, before a month is over, and during a part of the summer, the Imperial Court of Russia will be established there. In crossing through Germany, the Czar proposes to visit the courts of Vienna and Berlin, and perhaps will go as far as Munich."

On Saturday last, about three o'clock in the morning, the boiler of an engine connected with a goods train consisting of 38 trucks, on the Great Western Railway, near the Southall station, burst with a terrific report, shattering the funnel and dome to pieces. The only persons injured by the explosion were the engine-driver and the fireman, who were both thrown a considerable distance and dreadfully scalded. They are, however, likely to recover.

There has been an increase in the quantity of tea entered for home consumption, as appears by the trade and navigation accounts just printed. In the month ended the 5th ult. the quantity chargeable with duty was 4,354,222 lb. In the like period of the preceding year the quantity was 3,975,265 lb., and in the month ended the 5th of March, 1850, the quantity was 3,692,004 lb.

By a return printed by order of the House of Lords, the quantities of quassia and aloes imported into the United Kingdom in the last twelve years are shown. In the year ending January 5 last, of quassia there was 1145 cwt. 2 qrs. 5 lb. imported, and of aloes 333 3/4 lb.

The elective body of the Ministers of the Roman Catholic Church in the Archdiocese of Dublin assembled on Saturday last, for the purpose of electing three names to be forwarded to the Pope, to select one to succeed the late Roman Catholic Archbishop, Dr. Murray. The result was:—For the most Rev. Paul Cullen, *dignissimus*, 23 votes; for the Very Rev. Dean Meyler, *dignior*, 9 votes; for the Rev. Dr. Dunne, *dignus*, 8 votes.

On Sunday morning, the Rev. Sir H. R. Dukinfield, Bart., M.A., preached a sermon at St. Thomas's Chapel, Marylebone, on behalf of the funds of Middlesex Hospital. The reverend gentleman stated that during the past year the hospital had received 2339 in-patients, and 11,002 out-door recipients. At the conclusion of Divine service, a liberal collection was made in aid of the funds.

The *Ulster Gazette* states that in some localities in Ireland the want of labourers is severely felt; whilst in nearly all the wages suddenly rose in the last month from tenpence and a shilling per day to fourteen, fifteen, and in some places sixteenpence per day.

On Saturday, the churchwardens of the parish of St. Thomas, Winchester, distrained, under a warrant signed by the city magistrates, on the goods of the Rev. Ignatius Collingridge, Roman Catholic priest, in consequence of the non-payment of two church-rates, amounting to 23s. The articles distrained were removed to the police-station, and were sold by public auction, and realized £3 5d. There were about 100 persons present at the sale, but no excitement prevailed. The goods were purchased by a gentleman of Mr. Collingridge's congregation, and were by him presented to his Reverence.

His Royal Highness the Count d'Aquila, in addition to a numerous assembly of the nobility, held a reception on Monday of the whole of the *corps diplomatique*, at his residence, Mivart's Hotel.

During the past week the Encumbered Estates Commissioners paid out £66,000, making the total amount of funds distributed by them from the commencement £2,041,000.

Since the notice of the discovery of a new guano deposit in the South Pacific, it is stated that application has been made to the Admiralty for its interference for the protection of British shipping engaged in obtaining cargoes, and that such assistance is refused, on the grounds that the island is known to and claimed by the Peruvian Government, whose trade the British Government is bound to protect. We are further informed that the *chargé d'affaires*, with whom an interview has been obtained. It is not in a position to make terms to enable vessels to load upon the owners' account.

The first cargo of iron for the Egyptian Railway, now in course of construction under the superintendence of Mr. Robert Stephenson, was despatched from Cardiff on the 26th ult.; and it is said that renewed facilities will be afforded in the communications with India, and that the difficulties and opposition on the part of the Porte are set at rest.

A return has just been printed by order of the House of Lords, showing the quantities of foreign hops charged with duty for home consumption in the United Kingdom for the last twelve years. In the year ending Jan. 5, 1851, the quantity was 5412 cwt. 3 qr. 24 lb., and in the year ending January 5 last the quantity was 100 cwt. 1 qr. 26 lb.

A large order for rails is now in course of execution at Dowlais, in South Wales. Though the price at which it has been taken is very low, and not at all remunerative, yet the contract will prove the means of giving employment during the ensuing months.

Mr. John Barton was on Monday elected governor, and Mr. Robert Stewart, deputy-governor, of the Bank of Ireland.

A bill to continue the Poor-law Board has been introduced by Sir John Lubbock and Sir James Tennant. The powers of the present board expire on the 23rd of July next, and it is proposed by this bill to continue them for a period of two years longer.

A letter from Athens in a German journal states that the author of a certain anonymous letter to the King, announcing the destruction of the constitution, and which excited great sensation, was arrested on the 11th ult.

In consequence of the distress existing in the Isle of Skye, a sermon has been preached at St. Matthew's Church, Donmark-hill, by the Rev. Stephen Bridge, M.A., in behalf of the suffering Highlanders. The sum of £170 has been contributed by the congregation; £105 of which has been paid into Messrs. Ransom's for the Skye Emigration Fund; the remainder is appropriated to the relief of present distress.

On Monday and Tuesday, her Majesty's Bounty, granted according to ancient custom, was distributed amongst about 800 aged and infirm men and women at Whitehall, each of whom received 5s. The "gate money," so called from its having formerly been given at the Park-gate, was also distributed to about 180 other persons, each of whom received 13s.

## CHESS.

## TO CORRESPONDENTS.

C.M.J. of Birmingham.—We have to acknowledge the receipt of a Post-office order for three guineas, which shall be forwarded to the proper quarter in furtherance of the objects specified.

J.C.W.—The half guinea received from our correspondent shall be sent to the treasurer of the fund mentioned.

J.B. Ruffordshire, and VERNY.—Problems requiring so many moves in their solution are *curiosities* to be multi-nd.

INQUIRER.—Why not adopt the simple plan of writing the names of the pieces or their initials on the squares of your diagrams? As far as we can understand the position you describe, the King cannot take the Rook.

A FOREIGNER.—Your Problem can be solved by White's playing, on the first move, Kt to Q 6th or K 7th. It has the additional defect of being borrowed from a well-known beautiful position.

COLONNA.—White's mate in five moves will do; but Black's in three is too easy.

YORKIST.—We shall be glad to hear that the clubs of Sheffield, Bradford, and Preston have been invited, and have accepted the invitation to join the Yorkshire Chess Association. Union is strength, and the solution of these clubs with those already forming the society would be almost conclusive to the interests of the association and of chess generally.

TYRO MONSTRAS.—The position, which appears to us an old one slightly altered, can be solved in five moves.

A.Z. Cheltenham.—We have before stated that the mate at the end of the game between Prince Ouseburn and M. Bilin cannot be effected in less than five moves.

R.R. of Ashford.—The last sent shall be examined. The former were ineligible, being mostly capable of solution in less moves than you specified.

A VETERAN.—It has two solutions; but we doubt if more can be effected in less than six moves.

ESPRESSO.—The games of the late Chess Tournament are now published in a collected form, in this month's number of "Bohn's Select Library," price 3s., and can be had of any bookseller. It is unnecessary for you to repeat your application.

S.P.—It is a question of courtesy at all, but one of a case. We should be glad to afford you the information required, but to do so we must give up the whole column to you. How far his want of fear of gratifying thousands of other readers, we leave you to consider. The price of our paper for you is to purchase some standard rudimentary treatise on the game, and study that.

R.M.S.—No one, knowing anything of the subject, would think "now-a-days" of citing Hoyle or Walker as authorities upon Chess. They are both deservedly obsolete. The position is *ferm* "Ponsifal."

J.C.W.—It shall be reported on next week.

R.N.W. Manchester, is joking with us.

N.M. A. SUBSCRIBER.—Set the "Chessplayers' Handbook," published by Bohn.

NELLIS, J.P., of Lisbon; C.W.H. of Cambridge; United States—Correct.

HAYESVILLE.—The King can never move into check.

A CONSTANT READER.—If White play properly, Black cannot give checkmate under the circumstances mentioned.

INQUIRER, Dublin.—It is quite possible, with 150 other communications to attend to at the same moment, we may have put your signature among those who correctly solved Mr. Bolton's problem; but if so it was an error, as the problem cannot be solved in eight moves.

Twist Nixt.—J.M. of Sherburn, and others.—Problem No. 42 is perfectly correct, and very clever. At the request of many correspondents we withhold the solution for a week more.

A READER.—1. The majority of learned writers are opposed to the opinion that the Romans were acquainted with chess. 2. The line you mention occurs not in any ancient Latin author, but in the poem called "Seacchia Ludus," by Vida, Bishop of Alba, published in 1577.

SOLUTIONS OF PROBLEM No. 47, by Colonna, Philo, Argus, M.P., R.M.T., Fench, R.D.M., Joris Nict, Margot, and Iria, are correct.

SOLUTIONS OF PROBLEM No. 48 by Mathilde, D'Alva, Philo Judy, M.P., Calcutta, Mite School-boy, Kionecia, W.D., Rev C.L., F.L.S., Cantab, Mica, Argus, M.N., Devon, St. Edmund, and M.P.K., are correct.

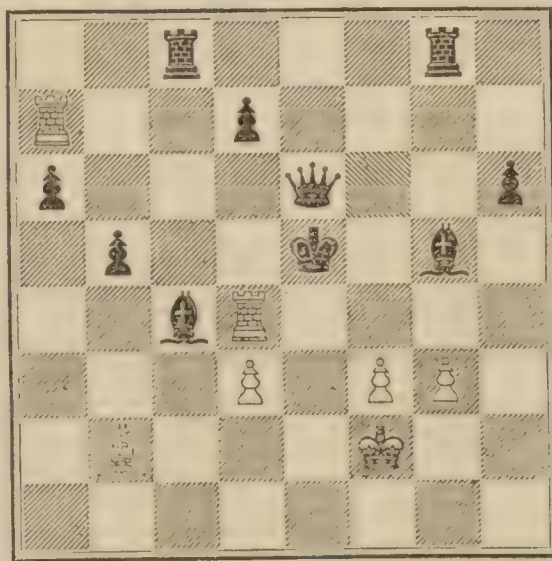
SOLUTIONS OF PROBLEM No. 49, by R.R. of Ashford; Fench, S.H. M.D., M.P., Devon, Medicine, J.L., Wilhelm, Philo Judy, St. Edmund, Twist Nict, R.S.F., L.S.D., and Stevens, are correct. All others are wrong.

••• We beg to acknowledge with thanks the arrival of Messrs. Petroff and Jarnisch's elaborate and masterly "Analysis of the Bishop's Gambit," which we shall take an early opportunity of bringing before the public.

## PROBLEM No. 429.

By W. H.

BLACK.



WHITE.

White to play, and mate in six moves.

FIRST REUNION OF THE CHESSPLAYERS OF PLIMMOUTH, DEVONPORT, AND THE NEIGHBOURHOOD.—The amateurs of chess in this part of the west of England, have arranged to hold their first meeting in St. George's Hall, Stonehouse, on Thursday evening, under the presidency of J.S. Trellawny, Esq., M.P. A number of gentlemen, eminent for their skill at chess in this part of the kingdom, have signified their intention to be present, and there is every reason to predict a gratifying and highly intellectual treat to all who feel an interest in the advancement of this noble recreation.

## MR. ALBERT SMITH'S "ASCENT OF MONT BLANC."

MR. SMITH'S Lecture at the Egyptian Hall, on his now celebrated ascent of Mont Blanc, with Mr. Beverley's magnificent illustrations, increases daily and nightly in attraction. They are to be classed among the few things that turn out better than expected, and are thus more highly valued on acquaintance than before. We this week give another of Mr. Beverley's pictures. It takes the story of the adventurous tourists further in advance, and presents them on the Grands Mulets rocks by sunset. We have to imagine the travellers safely passed over the dangerous crevice in the Glacier du Tacconay, by means of the ladder, and then scrambling up the steep ice-cliff, tied together, and pulled up by a cord one after the other, until, braving much peril, they attained a desirable station. Here they came to the scene of our illustration—two or three conical rocks which rise from island peaks from the snow and ice at the head of the Glacier des Bossons, and which, were they loftier, would probably be termed *aiguilles*. They are chosen for a halting-place, not less from their convenient station on the route than from their situation out of the way of the avalanches. The scene and the sunset are powerfully delineated and painted in the following fine piece of description:—

Below us, and rising against our position, was the mighty field of the glacier—a huge prairie, if I may term it so, of snow and ice, with vast irregular undulations, which gradually merged into an apparently smooth unbroken tract, as their distance increased. Towering in front of us, several thousand feet higher, and two or three miles away, yet still the strange appearance of proximity that I have before alluded to, was the huge Dôme du Goûlé—the mighty cupola usually mistaken by the valley travellers for the summit of Mont Blanc. Up the glacier, on my left, was an enormous and ascending valley of ice, which might have been a couple of miles across; and in its course were two or three steep banks of snow, hundreds of feet in height, giant steps by which the level landing-place of the Grand Plateau was to be reached.

The sun at length went down behind the Aiguille du Goûlé, and then, for two hours, a scene of such wild and wondrous beauty—of such inconceivable and unearthly splendour—burst upon me, that, spell-bound and almost trembling with the emotion its magnificence called forth—with every sense, and feeling, and thought absorbed by its brilliancy, I saw far more than the realisation of the most gorgeous visions that opium or hashish could evoke, accomplished. At first, everything about us—above, around, below—the sky, the mountain, and the lower peaks—appeared one uniform creation of burnished gold, so brightly dazzling, that, now our veils were removed, the eye could scarcely bear the splendour. As the twilight gradually crept over the lower world, the glow became still more vivid; and presently, as the blue mists rose in the valleys, the tops of the higher mountains looked like islands rising from a fiery ocean—an archipelago of gold. By degrees this metallic lustre was softened into tints—first orange, and then bright, transparent crimson, along the horizon, rising through the different hues, with prismatic regularity, until, immediately above us, the sky was a deep pure blue, merging towards the east into glowing violet. The snow took its colour from these changes; and every portion on which the light fell was soon tinged with pale carmine, of a shade similar to that which snow at times assumes, from some imperfectly explained cause, at high elevations—such, indeed, as I had seen, in early summer, upon the Furka and Fanhorn. These beautiful hues grew brighter as the twilight below increased in depth; and it now came marching up the valley of the glaciers until it reached our resting-place. Higher and higher still, it drove the

lovely glory of the sunlight before it, until at last the vast Dôme du Goûlé and the summit itself stood out, ice-like and grim, in the cold evening air, although the horizon still gleamed with a belt of rosy light.

Although the superb spectacle had faded away, the scene was still even more than striking. The fire which the guides had made, and which was now burning and crawling upon a ledge of rock a little below us, threw its flickering light, with admirable effect, upon our band. The men had collected round the blaze, and were making some chocolate, as they sang *patois* ballads and choruses: they were all evidently as completely at home as they would have been in their own chalets. We had arranged ourselves as conveniently as we could, so as not to inconvenience one another, and had still nothing more than an ordinary wrapper over us: there had been no attempt to build the tent with batons and canvas, as I had read in some of the Mont Blanc narratives—the starry heaven was our only roofing. F. and P. were already fast asleep. W. was still awake, and I was too excited even to close my eyes in the attempt to get a little repose. We talked for a while, and then he also was silent.

The stars had come out, and, looking over the plateau, I soon saw the moon-light lying cold and silvery on the summit, stealing slowly down the very track by which the sunset glories had passed upward and away. But it came so tardily that I knew it would be hours before we derived any actual benefit from the light. One after another the guides fell asleep, until only three or four remained round the embers of the fire, thoughtfully smoking their pipes. And then silence, impressive beyond expression, reigned over our isolated world. Often and often, from Chamouni, I had looked up at evening toward the darkening position of the Grands Mulets, and thought almost with shuddering, how awful it must be for men to pass the night in such a remote, eternal, and frozen wilderness. And now I was lying there—in the very heart of its ice-bound and appalling solitude. I such close communion with nature in her grandest aspect, with no trace of the actual living world beyond the mere speck that our little party formed, the mind was carried far away from its ordinary trains of thought—a solemn emotion of mingled awe and delight, and yet self-perception of object nothingness, alone rose above every other feeling. A vast untrodden region of cold, and silence, and death, stretched out, far and away from us, on every side; but above, heaven, with its countless, watchful eyes, was over all!

We may safely leave the picture and this glowing description to commend themselves to the intelligent reader. Both, in their way, are right excellent works of art, and Mr. Smith rises in our estimation as an author, for having delivered himself so nobly on a theme requiring and tasking the higher faculties for its due treatment. He has indeed written eloquently on the sublime.

## THE RAILWAY NOTE-BOOK;

OR,

## JOTTINGS IN THE STATION, THE TERMINUS, AND THE TRAIN.

BY ANGUS B. BEACH.

## PAGE III.—A CHAPTER ON STATIONS.

STRETCHED in long array, behind the counter, laden with crystal and plate, and mountainous tureens and seething tea and coffee urns; presiding over plateaus of pork pies artistically piled, and strata of sandwiches beneath thin glass hives, and masses of cakes and buns for the weaker stomachs of that part of the community who dread venturing upon sausage rolls and stout—the pleasant presiding deities of the refreshment station are marshalled in order due ready to attend to the wants of the hungry multitude who rush tumultuously to the counter as the voices of the guards are heard proclaiming "Five minutes—ladies and gentlemen—five minutes!" and in an instant every man, woman, and child of them all is making desperate efforts to eat and drink against time, scalding themselves woefully with red hot coffee, and blowing the soup out of their plates upon their neighbours in the energetic struggle to cool the fluid down to eating point.

You may form a good idea of the style of your fellow-passengers by watching their tastes in the matter of luncheon. The dandified first-class man, with the wonderful wardrobe of travelling clothes, generally addresses himself to coffee or soup, and favours soda-water. The coarser viands are not for his gentility. The red-faced second class gentleman, with a green and yellow shawl wound like a rope about his neck, calls lustily for pork pie or sausage roll, and washes it down with stout, nine parts froth and one part beer. Ladies fly instinctively to tea, and manage to get through half a dozen spoonfuls of the scalding liquid and the tenth part of a Bath bun, when the bell rings, and they fly like a covey of frightened birds off to the train—missing their carriage as a matter of course, and fluttering and rustling to and fro from the engine to the guard's van in the rear, until some compassionate policeman takes them in charge and lodges them again in their seat.

There are always hurried men and cool men at refreshment stations. The former rush nervously up and down the counter, and cannot for the life of them make out what they would like best. The gentleman who coquetted over the book-stall until at last he was forced to put up with a "Bradshaw's," goes rushing from cold beef to soup, and leg and wing of fowl to tongue or ham, until at length he has to snatch a biscuit and join the train at the very last instant. Other nervous men can't find their money to pay, by reason of the vast number of coats and wrappers bewildering them as to their pockets; while a third class are in such a dreadful hurry to eat as much as possible in as short a time as possible, that their lunch is a mere struggle against suffocation, and they rush out again, red in the face and shaking the crumbs from their cravats, at the first tinkle of the bell. Not so your cool man. He enters as quietly as if he were conducting a lady to a dining-room. He knows the part of the counter to which he had better go as by instinct. His cool, distinct order is at once heard and attended to, and he is found to have singled out the very best thing on the board. He does not appear to be in any hurry, yet he manages to dispatch his soup before another gentleman has ceased blowing it, and he somehow contrives to secure a morsel of table room, with a knife and fork, to do justice to a slice of tongue or beef, when his neighbours are elbowing each other frantically so as to obtain sufficient space to hold their greasy pies and meat rolls to their mouths. Furthermore, the cool man pays no attention to the bell. He knows well that there will be other warnings, and that there is plenty of time; so that the hurried men, who have half choked themselves in their haste, have been sitting packed up in their places for at least three minutes before they see the cool man leisurely emerging from the refreshment-room, picking his teeth and looking as quietly comfortable as if he had sat for an hour and despatched a bottle of claret after dinner.

What a strange notion the young ladies at a refreshment-room must have of their travelling fellow creatures! They only see them in the guise of ravenous monsters—flinging themselves upon edibles, and consuming all before them, entombing in a brief five minutes heatombed of flesh and fowl, absorbing floods of the muddiest of coffee and the weakest of tea, roasting for pale ale and stout, and deluging themselves with "soda and sherry," or, the stronger minds, "soda and brandy." And the same process is constantly being repeated. The refreshment young ladies never encounter their fellow-creatures except in the act of eating or drinking. Almost every hour during the long summer day, sometimes every half-hour, another and another flood of ravenous humanity arrives. The urns and tureens are hardly replenished, when they are again attacked—the superintendents of these constantly recurring feasts, retiring at last, if they ever do retire at all, to dream of crowds of hungry faces, and open mouths, and eager eyes, grinning, and glaring, and munching, and swallowing, round their virtuous beds.

Let us glance at the peculiarities of other stations than those consecrated to refreshment. There is the manufacturing station, where what directors call their "rolling plant" is fabricated and kept in repair. A little railway city is such a place, with neat brick cottages, trimmed into pert little streets, decorated with the names of the leading directors and functionaries of the line. Everything has a fresh, clean, upstart appearance. No fine old picturesque castles; no ancient inns with projecting galleries and bartizans, but everywhere a neat miniature uniformity, plain little churches of suburban Gothic at the corners, and an institute or lecture-room, where learned gentlemen, hired by the company, hold forth upon oxygen and hydrogen. From the great buildings right and left abutting on the line comes the clang of hammers and the roar of furnaces. Disabled locomotives, propped upon crutches, are undergoing repairs all around; mountains of sleepers are piled between the lines of rail; and rows of furnaces always smoking and blazing are producing continuous ridges of coke. As a contrast to all this activity and stir, take the humble third-class station. It consists of a lamp, a rough platform with a paling, a shed, a porter, and a policeman. The fiery express gleams through it so fast that you must have good eyes to read the name of the locality painted on the warped and faded sign. Even the ordinary trains treat it with contempt, hardly slackening their pace or deigning to salute the third-class station with a passing whistle as they thunder through. Only at strange, inconvenient, and fitful times, the long crowded parliamentary train draws slowly up, and the porter and the policeman are roused into a





MR. ALBERT SMITH'S "ASCENT OF MONT BLANC."—THE GRANDS MULETS.—(SEE PRECEDING PAGE.)

state of transitory animation. "Travellers" are there, with roped and corded boxes and bundles made up in blue cotton neckerchiefs. The train is as full as it can hold already, but that matters little. A parliamentary train is never too full. Fresh comers are always packed in, *volens volens*; threats, expostulations, and prayers are equally disregarded by the stout-hearted officials. The penny-a-milers may do their best and their worst. In go the super-extra passengers, on the knees, the shoulders, or under the feet of the individuals already seated. Off goes the train, and the mass is left to shake itself down and make its own involuntary arrangements. "They always comes to rights somehow—it don't matter how many we put in," said a strong-minded parliamentary guard to me; "them sort of people's used to rough it, and if they ain't, they ought to." Tremendous, no doubt, for some miles, are the execrations of the poor penny-a-milers, and cutting the taunts which at every stoppage are shouted against the authorities, through the narrow windows; but the strong-minded guard is used to it, and pays no more attention to the row than to the panting and cheeping of the locomotive.

A station not far from a country town is always interesting, from the extraordinary turn-out of nondescript vehicles which it displays. First, there is either one or two omnibuses—mere square boxes upon wheels with a perch in front, and emblazoned the "George" or the "King's Arms." These vehicles are eternally jolting along the road from the station to the High-street, or the Market-cross, in the desperate hope of

phenomena of vehicles stand in rank behind, or below, or above the station, as the case may be, each driver erect in his perch, and signalling with his whip, and each great raw-boned horse, with bent knees and switching, scanty tail, pricking up his old ears, in the hope that his master may not get a fare.

People talk—and not, it is to be confessed, without ample reason—of the impositions of London cabmen, but the country fly-driver has a very fair notion of cheating also. I have met with bucolic gentlemen of this class whose ideas as to the length of a mile were exceedingly cramped; and as it is generally along cross roads and rutty lanes they drive you, you have no milestones to appeal to. The most knowing of these charioteers are invariably to be found at country stations. You ask to be driven to Stonybank-wood, or to Greenleaside, or to any other place of rural destination, and you hire a charioteer accordingly, adding, as you ascend the creaking vehicle, "By the way, how many miles is it to —?" the place in question; you feeling certain, from the close study of the county map, that it is not above three at the outside.

"Stonybank-wood, sir? Why it be better nor foive moil."

"You demur to this, and the driver straightaway appeals to his fellows."

"Stonybank-wood? why it's six mile good."

"It's more nor that, Tommy, if so be you don't go t' lower road, and that's agin the collar all the way."

And the result is that you are glad to make a bargain on the terms the originally mentioned distance.

Meantime we follow our train. The passengers have fairly settled down, and only get lively at stations. A select party of choice spirits in a second class carriage are playing at loo with a dirty pack of very small cards upon a railway rug stretched over their knees. A burly-faced gentleman farmer is obstreperously arguing about the corn-laws with a pale-faced gentleman from town, who takes cool and uncomfortable abstract views about the condition of the farmers; and when the agriculturist says that the British farmers can't grow wheat at 55s., tells him to let it alone and they'll get foreign farmers who can. The up-window man having fallen asleep, the down-window man has it all his own way, and sits in a hurricane. Exhausted newspapers are carelessly flung upon the cushions, and studious men, who have begun shilling novels, shut them up with a remark upon the smallness of the type and the jolting of the carriage. The ladies often drop off to sleep very snugly, and the strong-minded, who knits or crochets, requests the gentleman opposite to "make legs," so that they can both be more comfortably accommodated. The commercial gentleman produces a shilling pocket-book, rather greasy than otherwise, and sets himself steadily to work upon his orders, advices, and memorandums; and the gentleman with the multiplicity of travelling garments is sure to be asleep. In the second class, the people screw themselves about, and find the seats gradually getting harder and harder. In the third class, the jolly "traveller," having exhausted his "grub," contentedly reads the fragment of newspaper in which it was wrapped.

#### JO MILLER'S GRAVE, ST. CLEMENT'S BURIAL-GROUND, PORTUGAL-STREET, CLARE MARKET.

THE celebrated name of Jo Miller, the father of all orphan jests, or Coram of the Jocosse Foundling Hospital, will soon, by the disfranchisement of St. Clement's Burial-ground, be disassociated from its last tangible memorial, in the consequent removal of the stone which bears his epitaph written by Stephen Duck, and restored by the piety of Mr. Bulger, the parish gravedigger, who found it overthrown and nearly obliterated, about the beginning of the present century. But the wear and tear of a few succeeding years had nearly proved fatal to the frail memorial, and it remained for Mr. Jarvis Buck, churchwarden, to renew the pious labour of Bulger, and preserve the affectionate record of Duck, as it now appears, dated 1816.

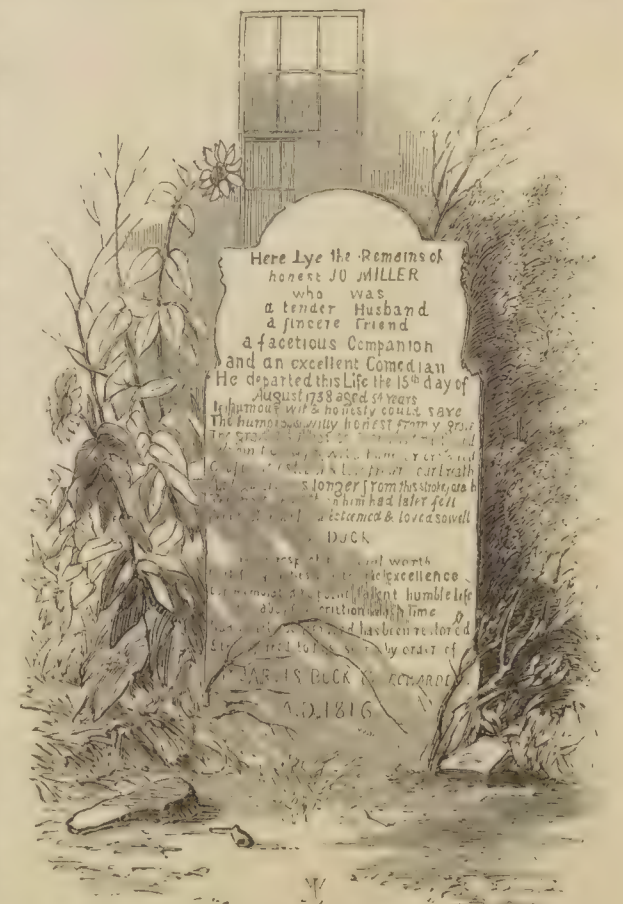
The common gravestone attributes of a "tender husband and a sincere friend" are accepted as matters of course, but that of a "facetious companion," included in his eulogium, is taken in the sense of Coleridge's notion of a man of good conversation, i.e. one who allowed him to have all the talk to himself, for it would appear that "honest Jo" was of a remarkably grave and taciturn disposition, and his share in the feast of wit amounted to no more than that of the guest who partakes without catering. "Like a fatter and funnier man" (says his latest biographer, the *Prompter* No. 66), "he was the cause of wit in others: his humour was not in the active, but in the passive voice. This will be fully understood when we turn our mind's eye upon him behind the foot-lights." "There is," says an acute critic of the time, "a jocosse kind of austerity in the air of some faces, a sort of risible tendency to importance, where the gravity is so whimsically counterbalanced by the ridiculous that the jest is but brightened by the apparent effort to be serious." "This is a masterly colouring of Jo's stage humour, which no added words can heighten. His comedy was essentially of the joco-serious school, the most classical, the most irresistible, inasmuch as

*ex graviora fit fun'* an axiom often exemplified by authors and actors of tragedy. Shall, therefore, the stage mummer be off the stage in habit and repute a merry man, because he creates merriment in the mummee? Who that remembers the deep solemnity of Liston, the earnest stolidity of Wilkinson (Geoffrey Muffincap, not Tate), can say that they were 'facetious companions' off the stage? Answer, O ye members of the 'Jackers'!—ye survivors of the wreck of the 'Wreckin'!—ye whilom frequenters of the 'O. P.' and the 'P. S.' for you have seen them not only *veluti in speculum*, but *vitrum in manu*.—(The "Family Jo Miller," Orr, Amen-corner.)

The first notice of Jo Miller's stage career appears in a bill of Farquhar's comedy of the "Constant Couple; or, a Trip to the Jubilee," for the benefit of Bowen, in 1715. He played *Young Clincher* on this occasion. *Old Wifful*, in Cibber's comedy of the "Double Gallant;" *Sir Thomas Reveller*, in a comedy by Mountfort, performed at Greenwich; *Lance*, in Fletcher's "Wit without Money;" *Clodpole*, in the "Amorous Widow;" *Sir H. Gubbin*, in Steele's "Tender Husband;" and *La Fool*, in Ben Jonson's "Epicene," were Miller's principal characters. His last appearance was in *Clodpole* and the *Miller*, in Dodsley's farce of "The King and the Miller of Mansfield." This was on the 30th of May, and



picking up a stray sixpence once in a way; but they generally arrive at the hotel from the rail with nobody in them, and arrive at the rail from the hotel empty. A solitary bagman with a lot of boxes strapped together is a godsend; and a portly farmer with a white top coat, too fat to walk, is fought for with all the ferocity of rivalry. But the hack vehicles are the most worthy of regard. Look at the row: dilapidated cabriolets cut down into chaotic masses of rickety wheels and jingling panels; strange open chariots, so slim and yet so venerable-looking that you tremble for the personal security of the stout lady who has just been hoisted into one of them; flies, like man, fearfully and wonderfully made; stupendous shandrydans of no particular pattern, but apparently compounded from the *débris* of old dog carts, sedan chairs, trucks, and bits of broken-up family carriages; a whole museum of such strange



JO MILLER'S GRAVE, ST. CLEMENT'S BURIAL-GROUND.

the *London Daily Post and General Advertiser*, August 17th, 1738, thus announces his final exit:—

Yesterday morning, died of pleurisy, Mr. Joseph Miller, a celebrated comedian, belonging to the Theatre Royal, Drury-lane, much admired for his performances in general, but particularly in the character of *Teague*, in "The Committee; or, the Faithful Irishman."

In the *Daily Post* of the same date the following tribute, somewhat in the style of Stephen Duck, appeared to the memory of "Honest Jo":—

Yesterday morning died Jo Miller, of merry memory. Very few of his profession have gained more applause on the stage, and few have acted off it with so much approbation from their neighbours.





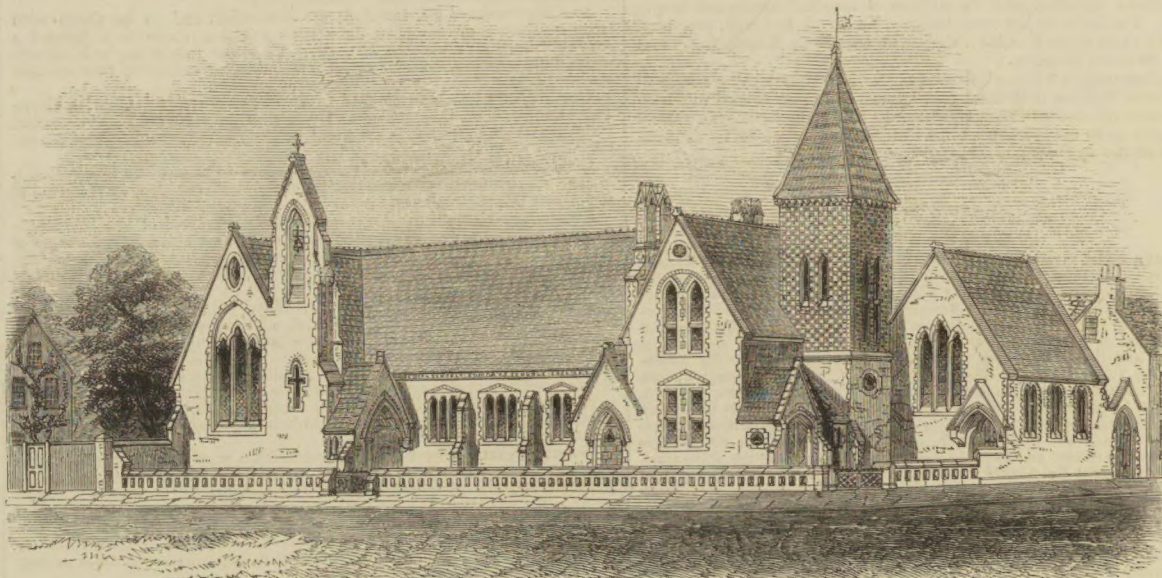
STILTON," WINNER OF THE METROPOLITAN STAKES, AT THE EPSOM SPRING MEETING.

EPSOM SPRING MEETING.—THE WINNER OF THE GREAT METROPOLITAN STAKES.

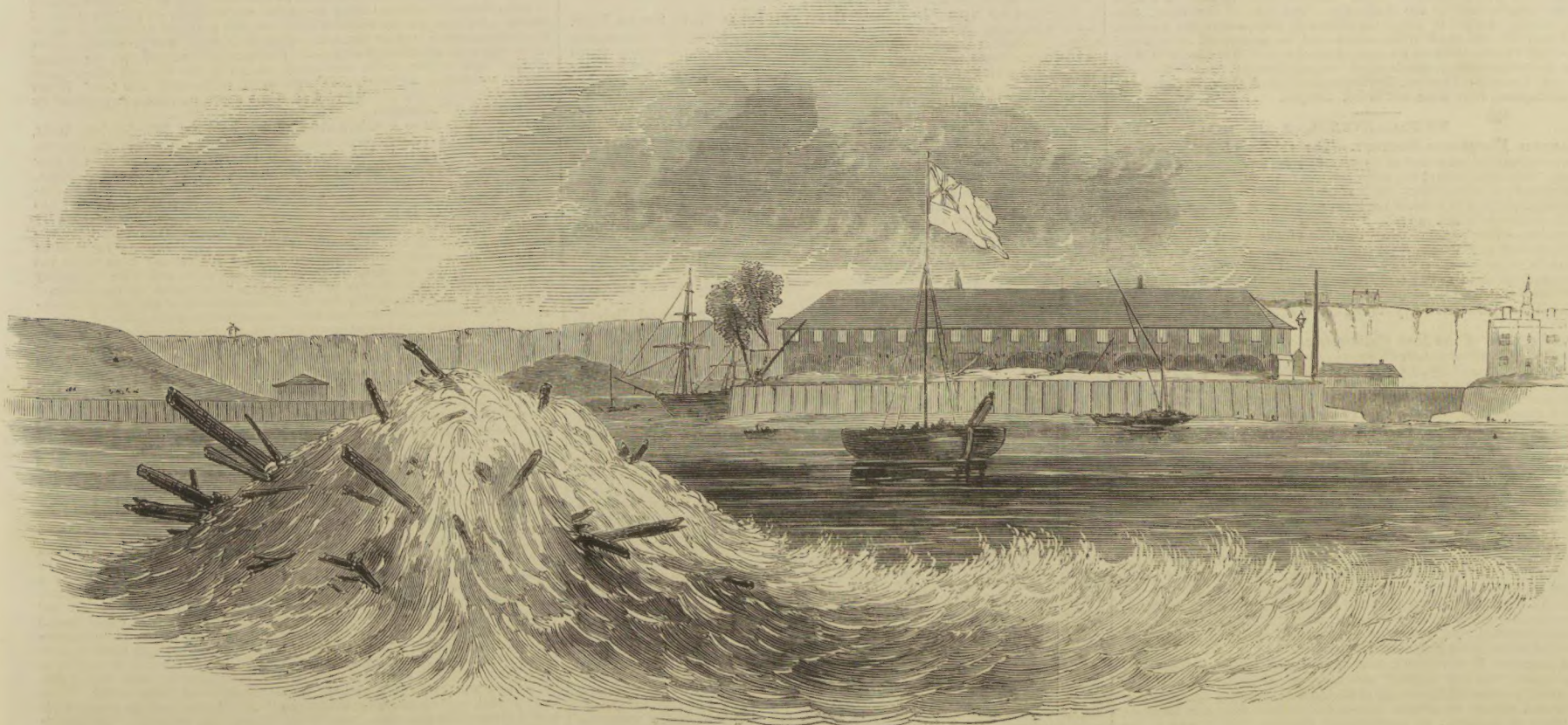
We have this week engraved the Seventh Winner of the Great Metropolitan (nineteen starters), Mr. Meiklam's brown colt Stilton, by Cotherstone, 3 years, 4 stone 11 lb. The following are the details of the race on Thursday week :—A capital start was effected at the first signal. For the first 200 yards, Achyranthes, Kick-up-the-Dust, the Sally Warfoot colt, Stilton, Kate, the Ban, and Ingratitude formed the advanced division. The horses having by that time settled into their places, Kate took the lead at a great pace, followed by Kick-up-the-Dust, with whom lay the Sally Warfoot colt, Achyranthes, and Stilton; Joe Miller heading the second ruck, in the rear of which were Backbiter, Officious, Elthron, and Candlewick. In rising the hill after turning out of the course, Kate got four or five lengths in advance, the Sally Warfoot colt now lying immediately in her wake, Stilton third, Achyranthes and Kick-up-the-Dust next, and behind them Joe Miller, Officious and Backbiter at this time running in the centre. Kate "carried on" at her best pace, and with a tremendous lead, quite round the turn into the straight; Stilton, the Sally Warfoot colt, Joe Miller, and Officious then began to draw rapidly towards her, and at the distance she had run herself out. Stilton then showed in front, but was immediately pulled back, and Joe Miller suffered to go on with the lead, which he held, by sufferance, to the stand; the favourite there putting the issue beyond a doubt by taking the running from him, and winning in gallant style by a length. The race was run in 4 min. 16 sec., 5 sec. faster than in 1851. Value of the stakes, £1600.

THE DESTRUCTION OF THE COLLIER BRIG "RESOLUTION" BY GUNPOWDER, IN GRAVESEND REACH.

The *Resolution*, a collier of 273 tons burthen, in February last was run down while at anchor in the Thames, off Pitcher's Dockyard, at



ST. MARY'S PAROCHIAL SCHOOLS, READING.—(SEE NEXT PAGE.)



EXPLOSION OF THE COLLIER BRIG "RESOLUTION" WRECK, IN GRAVESEND REACH.



Northfleet, by the screw steam ship *Harbinger*, belonging to the Cape of Good Hope Mail Company, and when sunk formed a serious obstruction and an impediment to the river navigation. The *Resolution* was thirty-three years old, built at Stockton for the Baltic trade by Mr. Markham; and the master of the brig was the owner, who was on board at the time of the accident, and narrowly escaped with his life.

Mr. Barker, of Horsleydown, having been directed to make a survey of her position, and the probability of saving her and bringing her on shore, reported that, from her age and dilapidated condition, it would not be advisable to incur the expense of raising, and she was abandoned to the insurers by Captain Naylor, the owner.

The Lord Mayor, as Conservator of the river, finding by the reports from the City officers that no steps had been taken by the owners to remove this wreck and nuisance to the traffic of the Thames within the jurisdiction of the conservancy, directed the City Solicitor to give official notice to the parties interested, that unless she was removed by a day named in the notice she would be deemed a vessel abandoned. His Lordship, under the advice of the Port of London Committee, gave directions to the Principal Harbour-Master to remove the obstruction; and it was considered advisable, from her age and injuries received in the collision, to blow her to pieces. The above sketch was taken at the moment after the explosion of 480 lb. of powder, ignited by the galvanic battery at a distance of 260 feet, the whole work being under the arrangement and direction of Mr. Rowland, Principal Harbour-Master. Mr. Rowland has since been engaged in raising from the navigable way of the river, in six fathoms water, the sunken brig *Spray*. This vessel was also coal laden, and came into collision and was sunk by the *Royal Victoria*, Leth steamer, in January last. She, also, was abandoned by her owners, and is in course of removal at the expense of the Corporation of London.

It is much to be hoped that collisions of this description will not be so frequent as heretofore. The Corporation of London, with the view of preventing a collection of vessels off Gravesend when collier fleets arrive, and improving the mooring of vessels in that part of the river, have made new by-laws to prevent colliers from proceeding higher up the river than Higham Bight, where collier section No. 7 is placed, timely notice being given to colliers immediately upon their passing the beacon light at Mucking Flat, when a bright light by night can be seen, and a City flag by day, on a flag staff at the Lower Hope Battery Point. The vessels are then required to be anchored in Higham Point, under a penalty of £10. The pilots at Gravesend will be subject to penalties if they moor large ships in the river exceeding one-third of the river over from the south shore.

### ST. MARY'S PAROCHIAL SCHOOLS, READING.

FULLY concurring with the prevailing opinion of the advantages of useful and religious instruction to all classes, we record, with considerable gratification, the successful efforts of the Rev. S. W. Yates, Vicar of St. Mary's, Reading, to remedy a long-existing evil in his parish, viz. the want of suitable parochial school buildings, by providing the pleasing group shown in the Illustration.

The opening was celebrated on Thursday, the 25th ult., when an eloquent and appropriate discourse was preached at St. Mary's Church, to a numerous congregation, by the Rev. J. E. Austen Leigh, Rural Dean. During the afternoon the School children were bountifully supplied with cakes and refreshments in the new building.

The exterior of the School buildings presents an elevation of bold and effective outline; the staircase turret of chequered brick-work assimilating with the tower of the parish church. The design is early English; the walls being of flints, with freestone quoins and mouldings. The plan comprises boys', girls', and infant school-rooms, with class-rooms attached, to accommodate about 400 children; likewise a residence for master and mistress. The rooms for boys and girls are divided by moveable partitions, to admit of being available as one spacious apartment, open to the roof and showing the timber framing. The method adopted for lighting is characterised by much skill and novelty, and ventilation is also judiciously and amply provided. The building has been designed by Mr. J. B. Clacy, architect, of Reading; and erected under his superintendence by Messrs. Biggs and Wheeler, builders, Reading.

The contracts were taken at about £1460. Notwithstanding a munificent donation from an individual parishioner, and other liberal subscriptions, there is still a considerable balance to be provided, which we think requires only to be made known to be liberally responded to by the contributions of the wealthy philanthropist.

### MUSIC.

#### CONCERTS.

There was a grand musical performance at Drury-Lane Theatre last Monday night, under the direction of Signor Schira, with Mr. Thirlwall as leader of the band, and Mr. Lindsay Sloper and Herr Kuhe as accompanists. The first part opened with glees from Mehul's fine oratorio "Joseph," the principal vocalists being Miss P. Horton, Miss R. Isaacs, Messrs. Sims Reeves, Manvers, and Phillips; selections from Mendelssohn's "Athaliah" and "Elijah" were in the second part, and the last one was miscellaneous. In addition to the above-named singers, there were Miss Dolby, Madame E. Garcia, Miss Crichton, Miss Lowe, Miss Ransford, Mrs. Sims Reeves, Mr. Swift, M. Félor, Messrs. Drayton, Tomlin, and Jonghman; the solo instrumentalists were Miss Kate Loder and Miss Goddard, who played Osborne's brilliant duo on themes from Meyerbeer's "Huguenots," and M. Demunck, the clever violoncellist; so that the whole programme formed an attractive Lenten entertainment of the old time.

On Tuesday night Mr. Alcott presented at Exeter Hall his fifteenth annual monster concert, with Messrs. F. Mori and Anschuetz, as conductors, Mr. Thirlwall leader of the band, and Miss Goddard (piano), Signor (violin), Demunck (violinello), Bottesini (contrabasso), Mr. G. Case (concertina), Mr. Richardson (flute), and Herr Sommer (sommophon), as solo players. The Distins on the sax horns, and the Hungarian orchestra under Kalodzy, were also included in the programme, in which there were upwards of 40 pieces. The vocalists were Mlle. Favart, Mlle. E. Garcia, Mlle. F. Lablache, Mrs. Sims Reeves, the Misses M. Alpine (their first appearance in London), Louisa Pyne, Dolby, Messrs. Poole, Emma Phillips, Lowe, Ayley; Messrs. Sims Reeves, Swift, Wrighton, Brandt, Phillips, Drayton, Durand, Leflier, and Signor F. Lablache. A concert was given at Sadler's Wells Theatre, by Mr. Howard Glover, on Monday night. Herr Janas had a *soirée musicale* last Monday, assisted by Herr Kreutzer, Goffrie, and Lutgen, and Herr Reichart as vocalist. Herr Janas, as a violinist and musician, had a high position at Vienna. He was sent over here in charge of the musical instruments at the Exhibition; but, having performed, like Mlle. Zerr, at the concert in aid of the distressed Hungarians, the Austrian Government deprived him of all his situations, and he is now an exile in this country. Herr Jonghman gave an evening concert on Wednesday, at Willis's Rooms, with the co-operation of Mesdames E. Garcia, Lemaire, and Goffrie, and Miss Poole: M. Félor, Mr. Drayton, Mr. Richardson, Mr. J. Case, M. Demunck, Herr Von Heddeghem, Herr Garz, and Mr. R. Limpus.

#### MUSICAL EVENTS.

**THE SACRED HARMONY SOCIETY.**—The return of Mme. Clara Novello has been heartily welcomed at Exeter-hall; on Wednesday she sang in the "Messiah," with Miss Dolby, Mr. Sims Reeves, and Herr Formis. Mme. Novello will remain in this country until after the Birmingham Festival, for which she is engaged; and in October next will visit Madrid as *prima donna*, at the Italian Opera House in that capital.

**M. LEONARD.**—This accomplished disciple of the great violin school of Bailot, De Beriot, and Vieuxtemps, has left town, after his brief visit, for France, where he has numerous engagements. He will return here next season, with Mme. Antonia de Mendi-Léonard, whose speciality in the singing of Spanish melodies is so generally admired.

Herr Stadigl and Mlle. Jetty Treffz have arrived in London, from Vienna.

The second concert of the New Philharmonic Society will take place next Wednesday. Mr. Edward Loder's operatic maquette, "The Island of Calypso," supported by Miss Dolby, Mr. and Mrs. Sims Reeves, and Mr. Weiss, will be produced, in addition to a new pianoforte concerto in F minor, by Dr. Wylde, to be played by M. Billet. Herr Reichart will sing airs by Glick and Gambert; the overtures will be the "Anacreon" and "Zauberflöte," and the symphony Beethoven's C minor. Dr. Berlioz will conduct all the music, save the new concerto.

It is with pleasure we announce that the committee of management of the Norwich Musical Festival have unanimously resolved to perform Dr. Buxfield's oratorio, "Israel Restored." The Liverpool Philharmonic Society has also commissioned Mr. Charles Horsley, the composer of "David," to write another oratorio. The amateurs in the provinces are no advocates of the "do nothing and try nothing principle," the rule of action of the managers of the old London musical societies. Perhaps one of the rich City companies may, one of these days, set a liberal example, by offering a commission for a new oratorio, to be performed in one of the ancient halls. Such a course of action would, indeed, give an impetus to art-progress in this country.

At the fourth meeting of the Musical Institute, in Sackville-street, last Saturday, the Rev. Sir F. A. Gore Ouseley, Bart., M.A., Mus. Bac. Oxon, one of the vice-presidents, read an interesting paper on "Organs," having personally inspected all the great European instruments.

We learn from our Paris letters, that Scribe and Halévy's long-promised five-act opera, "Le Juif Errant," will be produced next Monday. In the obituary must be recorded the death of M. Garandé, formerly a professor of the Conservatoire, author of several theoretical works; also, the Comtesse Merlin, the friend of Malibran, an accomplished amateur, well known in the fashionable circles of Paris and London, and of M. Cave, formerly director of

"Baux Aris," and recently appointed Director of the National Palaces, who invented the ballet of "La Tentation."

Mlle Wagner performed at Scherwin, on the 31st ult., her popular character of *Fides*, in Meyerbeer's "Prophète;" she is shortly expected in town to commence her engagement at Her Majesty's Theatre, according to Mr. Lumley's prospectus; but she is also announced by the directors of the Royal Italian Opera to be exclusively engaged for Covent Garden. Letters from Vienna mention that De Bassini, the barytone, is quite the rage in that capital.

A correspondent sends us a report of the performance of Handel's oratorio, "Samson," by the Philharmonic Society at Kilmarock, which has before distinguished itself by producing "Joshua," "Judas Macabbeus," and the "Messiah." Mrs. Sunderland, Miss Atkinson, Mr. Swift, and Mr. Lawler were the chief vocalists; the conductor was Herr Schunck, of the 21st Regiment.

### THE THEATRES.

The Easter pieces promise this year to be of more than common interest. At the LYCEUM a piece in eight acts will be ventured. It is entitled "A Chain of Events," and will engage a large number of ladies. Miss Laura Keane will make her first appearance on the occasion.

At the FAIRGROVE the subject of the baroque is "Wittkind and his Brothers; or, the Seven Swan Princes and the Fair Melusine."

The Brothers Brough will appear as usual at the HAYMARKET. At the OLYMPIC the announcement is somewhat startling: a biological piece of eccentricity, under the title of "The Camberwell Brothers; or, the Mysterious Milkman," is the threatened novelty.

All of these, we understand, are prepared on a costly scale, and the public is likely to reap the fruits of competition in the number of respectable theatres now open. The St. James's Theatre will also furnish foreign attractions. The new comedy of "Mlle. de la Seiglière," by MM. Jules Sandeau and Regnier, supported by MM. Regnier and Lafont, with Mlle. Marquet, is of much promise. It was lately performed at the Théâtre Française, Paris.

DRURY LANE will be re-opened on Easter Monday by Mr. Bunn, with opera and ballet, at reduced prices.

The Marionette Theatre promises novelties, as well as its living rivals, in a piece de circonstance, and the charming melodrama of "Aladdin."

### NAVAL AND MILITARY INTELLIGENCE.

#### VISIT OF PRINCE ALBERT AND PRINCE LEOPOLD OF SAXE-COBURG COHARR TO WOOLWICH.

On Monday, at half-past ten o'clock, His Royal Highness Prince Albert and his Serene Highness Prince Leopold of Saxe-Coburg Coharry, accompanied by Lieutenant-General Lord Hardinge, G.C.B., Master-General of the Ordnance; and attended by Lieutenant-Colonel F. H. Seymour, arrived at the Royal Arsenal, Woolwich, in one of the Royal carriages with four horses. On alighting at the entrance to the Dial-square, their Royal Highnesses were received by Lieutenant-General Sir Thomas Downman, C.B., K.C.H., Commandant of the Garrison; Lieutenant-General Sir H. D. Ross, K.C.B., Deputy Adjutant-General of Artillery; Colonel Blanchard, C.B., Commanding Royal Engineers; Colonel Dundas, C.B.; Lieutenant-Colonel Thorndike; Lieutenant-Colonel Pickering, Assistant Director-General of Artillery; Brigade-Major Bingham, Royal Artillery; Brigade-Major Walpole, Royal Engineers; Captain Riddell, Deputy-Assistant Quartermaster-General of Artillery, and a number of officers of the Royal Artillery and Royal Engineers.

Having visited the several departments of the Arsenal, and inspected the different machinery for boring and turning the brass guns, for manufacturing percussion caps, for making spherical musket and rifle balls by compression, for preparing shells to receive fuses when fired with bursting powder, for manufacturing cartridges for the cannon, &c., their Royal Highnesses proceeded to the east end of the Royal Arsenal, where the officers and non-commissioned officers were practising with the Minie rifle, with the firing of which, as well as of Mr. Wilkinson's projectile, they seemed greatly pleased.

Their Royal and Serene Highnesses at its conclusion entered the Royal carriage, with Lord Hardinge and Lieut.-Col. F. H. Seymour, and left the Royal Arsenal about one o'clock P.M., proceeding down Beresford-street, and along the Iligh-street of Woolwich, and the Greenwich-road, on their return to Buckingham Palace.

The Master-General and Board of Ordnance, by letter dated March 26, 1852, have signified, that, on their representation, the Lords Commissioners of Her Majesty's Treasury have been pleased to sanction an increase of 2d. per diem to the present maximum rate of 7s. 10d. per diem, as the half or retired pay of Quarter-Master of Royal Artillery.

The *Agamemnon*, 90, building at Woolwich, and to be fitted with engines of 550-horse power by John Penn and Son, is now in so forward a state that she will be launched on or about the 5th or 19th of May next, according as there may be a sufficient depth of water during the spring tides at either of those periods.

Her Majesty has been pleased to approve of Colonel Charles Cornwallis Dansey, C.B., being placed on the staff of the army serving at Gibraltar, with the view of commanding the Royal Artillery in that garrison, vice Colonel Cator.

Lieutenant-Colonel Griffin is under orders to proceed to Hong-Kong, to take the command of the Royal Artillery at that station, in the room of Lieutenant-Colonel Tomkyns, deceased.

Lieutenant-General Sir Archibald McLaine, Colonel of the 52d Regiment of Foot, is the only officer now living who served along with the Duke of Wellington in his early campaigns in India. Upon the Duke's recommendation, the Queen has been graciously pleased to appoint Sir Archibald a Knight Commander of the Bath.

**THE ARCTIC EXPEDITION.**—Mr. Hay, lecturer on chemistry at Portsmouth Dockyard, arrived at Woolwich on Tuesday, for the purpose of instructing the four bombardiers of the Royal Marine Artillery attached to the expedition under the command of Captain Sir Edward Belcher, C.B., in the mode of adjusting the plates, covering and attaching the copper wires, and manipulating the sulphuric acid used in galvanic batteries, it being intended to take to the Arctic regions a number of tubes charged with 20lb. of gunpowder each, to be used in bursting the ice, in order to force a passage up Wellington Channel with the steamers of the expedition.

**PORTSMOUTH.**—The following requisition was on Wednesday presented to the mayor of this borough, in reference to the harrowing loss of her Majesty's steamer *Birkenhead*:—"We, the undersigned members of the town council of Portsmouth, request you will be pleased to convene an early special meeting of the council, for the purpose of taking into consideration the best means to be adopted for raising funds in aid of the sufferers by the melancholy loss of her Majesty's steamer *Birkenhead*, and to take such steps thereon as may be deemed advisable."

**MISSING STEAMER.**—The steamer *St. George*, Captain Husband, sailed from St. John's, Newfoundland, for Cork and Liverpool, on the 15th of January last, and has not since been heard of. She was a vessel of about 300 tons, with two engines of fifty-horse power each. It is supposed that there were about twenty persons on board her. The *St. George* was originally built for a steam-packet company of that name at Liverpool, and is now owned by a firm at Bristol, by whom she is insured at Lloyd's.

**LAUNCH OF THE "INDIANA," CAPE AND INDIA MAIL STEAM SHIP.**—On Wednesday afternoon a splendid iron steam ship, named the *Indiana*, one of the new fleet of vessels of the General Screw Steam Shipping Company which are to be employed on the Cape and Calcutta mail route, was launched from the ship-building yard of Messrs. Mare and Co., Blackwall. The *Indiana* is one of the largest screw steamers ever built on the banks of the Thames. She is nearly 180 tons burthen, divided into fire-proof and water-tight compartments, and is the third vessel which has been built for service on the company's extension route.

**BURNING OF A SHIP AT SEA.**—Intelligence was received on Wednesday of the destruction, by fire, of the British ship *Hilton Grove*, while on her voyage from Liverpool to Aden. The accident was occasioned by the heating of the coals with which she was laden for the *dépôt* of the Indian steamers. The captain and crew were picked up by the Dutch ship *Maria Elisabeth*, from Batavia, which landed the poor fellows at the Cape of Good Hope in about eight or ten days afterwards.

**THE NEW MILITIA BILL.**—Meetings in opposition to this bill have lately been held in Finsbury, the Tower Hamlets, Southampton, Worcester, Brighton, Scarborough, Hereford, Skipton, Clitheroe, Hull, several places in Wales, and various other parts of the kingdom.

**REMARKABLE APPEAL TO THE QUEEN.**—A farmer, named Baldry, left for execution at the late assizes at Bury St. Edmund's, having been found guilty of administering arsenic to his wife with intent to murder her, she has forwarded a petition to the Queen, praying for a commutation of the punishment to transportation. She says: "Your petitioner has long been in an infirm state of health, and the agitation of the recent proceedings, the unhappy prisoner's approaching fate, and the reflection that your petitioner may be the instrument of her husband's destruction, have so aggravated her sufferings, that your petitioner feels a strong conviction that a fatal result to the prisoner must, within a very early period, bring with it the death of your petitioner." The result of this petition has been the issuing of an order from the Home Office, respiting the execution of Baldry until the 8th of May. It is understood that his sentence will be commuted to transportation for life.

**NEW PANORAMA OF SALZBURG.**—On Thursday we were present at a private view of a magnificent view of Salzburg, in Upper Austria, which Mr. Burford has painted for the Large Circle of his Panorama, in Leicester-square, and has just opened to the public. Here we have the fine old archiepiscopal city of Salzburg, environed with the most picturesque scenery in Germany, and belted with mountains, which also rise from the heart of the town. Through it the broad Salzach flows rapidly; and castle, church, and convent, cathedral and fortress, and high-pitched roofs, relieve the monotony of unbroken house-walls; but, storied as these buildings are with associations of the past, they are eclipsed by the eternal grandeur of the mountains, and the luxuriance of the vast plain stretching to the very limits of the horizon. The whole presents one of the most romantic pictures which has ever graced the Panorama: the *pagoda* is exquisitely painted, and the architectural effects of the foreground are nearly as successful. The view being sketched from one of the elevated central points, you look down into the lazy life of the town; portions of the surrounding landscape are bright and sunny, and blue mist hangs about the mountain-tops. The picture is full of striking effect and beautiful detail, and will, doubtless, prove an attractive novelty for the holidays.

### METROPOLITAN NEWS.

**METROPOLITAN WATER SUPPLY.**—On Monday the select committee of the House of Commons, which had re-assembled to enquire into the merits of the Government bill for the supply of water to the metropolis, and to hear evidence in support of the petitions against it, declared the preamble of the bill proved, and then proceeded on that and the following days to consider the clauses, which were strongly contested by several water companies.

**THE CRYSTAL PALACE.**—On Saturday last a grand promenade, with the additional attraction of seven military bands, induced a vast multitude to visit the Crystal Palace, in the neighbourhood of which there was as much bustle and confusion as used to occur in the most crowded days of the late Exhibition. There were upwards of 60,000 persons present, a large proportion of whom paid 1s. for admission. Amongst the visitors were several of the highest members of the aristocracy—the Duchess of Sutherland and party, the Marchioness of St. John, Earl Grosvenor, the Marquis of Breadalbane, Lord and Lady Palmerston, Lady Hopetoun, the Duke of Newcastle, Mr. and Mrs. Baillie Cochrane, &c. The military bands and their stations were as follows:—Royal Horse Guards, south transept; Coldstream Guards, north transept; Royal Artillery, east gallery; Second Life Guards, east nave, south side; Scots Fusiliers, east nave, north side; Grenadier Guards, west nave, south side; First Life Guards, west nave, north side. The selection of pieces comprised some of the best and most popular music of the day. The most successful part of the musical performance was the assembling of all the bands in the centre of the building at the conclusion of the proceedings, where they joined in playing the National Anthem. Petitions for the preservation of the building were exposed in a great number of places for signature, to which many names were appended. On Wednesday a general meeting of the chairmen and members of the metropolitan committees appointed originally to assist in carrying out the objects of the Great Exhibition was held at the Mansion-house, to consider the question of the retention or removal of the Crystal Palace; the Lord Mayor in the chair, Mr. H. Maudslay moved, and Mr. Grace seconded, a resolution, "That it is desirable that the Crystal Palace should be preserved in its present state." Whereupon Mr. Barber moved, and Mr. Phillips seconded, the following amendment:—"That, inasmuch as 100 means have been yet suggested to raise the amount of purchase money for, or to keep in repair, the Crystal Palace, this meeting is of opinion that it is inexpedient to interfere with the decision for taking it down." Mr. Moffatt, M.P., supported the original motion. Mr. Locke, M.P., spoke in favour of the removal of the Crystal Palace to the Champs Elysées, at Paris. Admiral Sir G. Sartorius was in favour of the retention of the Palace on its present site. On a show of hands, the original motion was carried by a large majority, and it was resolved, "That, for the purpose of carrying the preceding resolution into effect, it be recommended to the metropolitan committees and commissioners to call public meetings to obtain the greatest possible amount of support both in the House of Commons and with the Government to retain the Crystal Palace."

**SOCIETY OF ARTS.**—On Wednesday evening one of a series of lectures in connexion with the Great Exhibition was delivered at the usual meeting of the Society of Arts. The subject of the lecture was "The Iron-making Resources of the United Kingdom," and was delivered by S. H. Blackwell, Esq., F.G.S., of Dudley.

**THE STRAND UNION PAUPER CHILDREN AT EDMONTON.**—On Wednesday the parishioners of St. Clement's Dances completed the expression of their opinion upon the facts involved in the variously stated case of the children at Edmonton, the three days' poll having closed at five on that afternoon. The resolution declaring the belief of the parishioners in the report of Messrs. J. George, H. Cooper, W. Cull, and J. G. Hughes was rejected by a majority of 317, there being for it 142, and against it 459 votes.

**FREE TRADE AND PROTECTION.**—At a meeting of the vestry of St. Pancras, held in the great hall adjoining the workhouse, on Wednesday, it was unanimously resolved—"That in the opinion of this vestry any return to a tax on the food of the people will be one of the most fatal courses for any Government to take. That the chief object of the present Ministry appears to be to maintain the high rents of the aristocracy, and to continue that profligate expenditure of the nation's means, which unless timely arrested by a reform of the people's own 'House,' the 'Commons House of Parliament,' will inevitably end, as it has done in other states, in a financial revolution."

**LAWYERS OF SETTLEMENT AND RATING FOR THE RELIEF OF THE POOR.**—The guardians, churchwardens, and overseers of the parishes in the East, West, and City of London Unions, have addressed a memorial to the Right Hon. S. H. Walpole on the unjust, partial, and oppressive operation of the existing laws of settlement and rating for the relief of the poor. A copy of the memorial was also forwarded to the Right Hon. the President of the Poor-Law Board, the receipt of which was acknowledged by Sir John Trollope in a letter, dated the 30th March, to Alderman Sidney. The right hon. gentleman observed that the subject has been for some time under the consideration of the board; but it was so comprehensive, and required so much consideration, that no steps could be taken at present to bring it before Parliament.

**DEAF AND DUMB MEETING.**—On Wednesday evening the London Society for the Adult Deaf and Dumb assembled together at a tea party and public meeting, in the school-rooms under Bloomsbury Chapel. About 100 persons of both sexes, unable either to speak or hear. Of course all were not deaf and dumb, but all appeared to understand the silent language, and the only reply that could be obtained to any inquiry was a series of digital movements and gestures. The tea over, one of the party ascended a sort of dais, and motioned a grace or prayer of thanks. The business of the meeting then proceeded, and Dr. Stroud was called to the chair by a motion put and carried by signs. The chairman then proceeded to deliver an address, his language being interpreted by Mr. Dalrymple, sentence by sentence, through the medium of the fingers. Mr. Dalrymple also addressed the meeting, speaking with the voice and fingers at the same time. He stated that the last report showed a balance in hand, arising in a great measure from the kindness of Mr. Peto. Several other addresses having been delivered, and prayer having been again said, the party separated.

**PHILANTHROPIC SOCIETY.**—A special general meeting of the members of this corporation was held on Wednesday, at the London Tavern, for the purpose of confirming a resolution for the erection of some additional buildings and the transaction of ordinary business; Mr. W. Gladstone presided. The report stated that the number of boys in the school at the commencement of the past year was 96, and there are at the present time 99. The number admitted during the year was 74, of which number there had emigrated, or otherwise been discharged, 71; 23 boys had been received from Millbank Prison under conditional pardons, commuting their sentence of transportation, and eight others had been received under a similar pardon from the Westminster Bridewell. It is the intention of the committee to increase the number of boys from 100 to 200; and the average cost per head, exclusive of emigration expenses, will sink from £32 to £25 per annum. The farm-school had been highly successful; and his Royal Highness Prince Albert, on his late visit, expressed himself greatly pleased with its management. The total receipts for the year were £16,139 13s. 10d.; and after all the expenses had been paid there was left a balance in hand of £223 4s. The corporation seal having been affixed to the contract for the additional buildings, the meeting separated.

**METROPOLITAN SEWERAGE ACT.**—On Monday, at a meeting of the central committee appointed from the various parishes within twelve miles of London to procure the necessary alterations in the Metropolitan Sewerage Act for the relief of agricultural land from its operation, held at the Corn-Exchange Tavern, Mark-lane, the following resolution was adopted:—"That the rating of market gardening and agricultural land, for the purposes of sewerage, under the Metropolitan Sewerage Act, was unjust in principle, and pressed heavily on those who were already suffering from extreme distress, and that the meeting pledged itself to procure the insertion of clauses in the new act which should exempt the market gardening land from being subjected to this tax." It was then agreed that a petition founded upon the above resolution be prepared for presentation to Parliament.

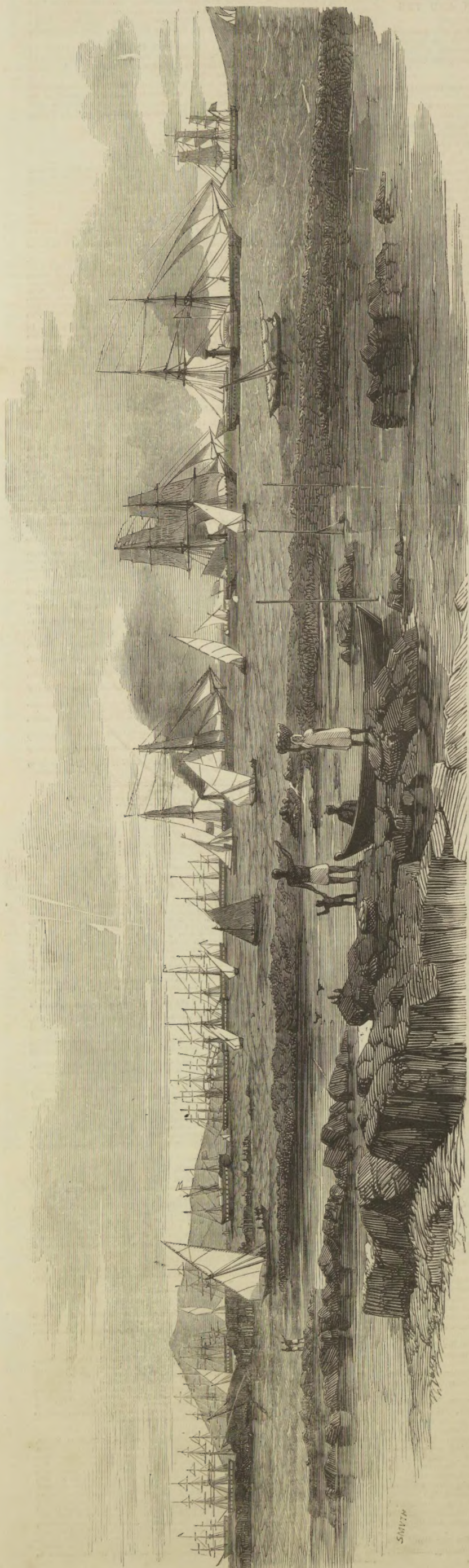
**THE SABBATH.**—A public meeting was held on Monday last, in St. Martin's Hall, Long-acre, for the purpose of receiving several deputes from the Provincial Working-men's Sabbath Protection Societies, and of hearing their statements of the grievances affecting the working classes from Sunday labour. The Earl of Shaftesbury took the chair, and was supported by the Rev. E. Jenkinson, the Rev. J. Brown, the Rev. E. Ansell, the Rev. Mr. Chase, &c. The Rev. Mr. Ansell, of St. Dunstan's in the West, having opened the meeting by prayer, the following resolution was unanimously agreed to:—"That this meeting, having heard the statements laid before it, feels convinced that the sedulous and consistent maintenance of the sanctity of the Sabbath-day is an object not less essential to the well-being of the industrious classes and of the community at large, than it is incumbent on all who profess to be guided by the dictates of God's Word. And that, with a view to call the attention of the present Government to various matters connected with the observance of the Sabbath, a deputation be now appointed to prepare memorials, and to wait on the Postmaster-General and on the Secretary of State for the Home Department, for the purpose of pointing out to those functionaries the present deficiencies in the law and discrepancies in practice which seem to require their official interference."

**ARTISTS' BENEVOLENT INSTITUTION.**—The annual dinner of this excellent institution, established to extend relief to distressed meritorious artists, whether subscribers to its funds or not, "whose works have been generally known and esteemed by the public, as well as to their widows and orphans," merit and distress constituting the sole claims to its benevolence, was held at the Freemasons' Tavern, on Saturday evening; the Right Hon. the Earl of Carlisle presiding, supported by about eighty friends of the society. The chairman, while proposing the toast of the evening with his usual taste and eloquence, announced the fact, that, during the last year, the society had relieved sixty-three cases, involving an expenditure of upwards of £800. He then went on to say:—"In the toast which I last proposed, the 'Army and Navy,' you are aware, that for the shattered limbs and declining years of our naval and military veterans this country has provided noble and costly receptacles to shield their declining years; but you are also aware—and I say it not as a matter of complaint, but of fact—that for the votaries of art, for the peaceful votaries of the fine arts, no such provision is made. Painting has not yet Chelsea, sculpture and architecture have not their Greenwich. (Hear, hear.) They may be employed during their years of health and vigour in commemorating deeds of valor, and in transmitting the lineaments and forms of conquerors to distant ages. Alexander may still draw after them their Apelles in their train; but, with respect to the fine arts, for sheltering their broken fortunes, they must rely not on nations, but individuals—not on the public, but on their patrons—not on England, but on you." Sir Charles Eastlake proposed the health of the noble Chairman, who briefly replied, and proposed "Sir Charles Eastlake and the Royal Academy." Donations to the institution amounting to nearly £650 were announced.









THE BURMESE WAR.—THE INDIAN NAVAL STEAM SQUADRON LEAVING BOMBAY FOR RANGOON.

THE BURMESE WAR.

BEFORE we detail the accompanying illustration of a squadron of steam frigates belonging to the Indian Navy leaving Bombay Harbour for Birmah, on active service, it may be as well to mention the expeditious manner in which those vessels have been fitted out. Orders were received only on the 20th of February, by the authorities of Bombay, from the Governor-General of India, to despatch every available steamer in an expedition about to proceed against the Burmese; and, on the afternoon of the 24th, three steam-frigates and a steam-transport sailed for their destination, having taken on board in that time six months' provisions, and stores of all kinds for a war complement, besides ammunition, &c. The *Feroze*, a steamer of 1500 tons and 500 horse-power, had to be converted at once from a packet into a frigate; and the celerity with which this was accomplished was deserving of all praise. Seven heavy 8-inch revolving guns were also received on board from the arsenal, and were mounted and fitted for service. The *Moozuffer*, a frigate of the same class, although in dock, with nothing on board of her but the engines when the despatch arrived, yet the next day was hauled out, commenced coaling immediately, in twenty-four hours took in nearly 600 tons of coal, and in three days was fully armed, equipped, and prepared for sea. It was feared that the greatest difficulty would arise from the uncertainty of procuring seamen at so short a notice, as the steamers were ordered to raise their crews from a peace to a war complement; however, it was luckily effected, notwithstanding all obstacles, through the zeal displayed on this occasion by the officers of the several vessels, no doubt aided in a great measure by the bounty granted by the Government of India to every volunteer, thus plainly showing what can be done in India by good management in fitting out a formidable steam flotilla for war service. Yet, at the same time, it should be observed that much of this is due to the admirable measures adopted by Commodore Lushington, the Commander-in-Chief of the Indian navy, in arranging everything beforehand: and had not all the department's respective vessels used their utmost exertions in carrying out his instructions, the squadron could not have sailed for Rangoon so soon as it did; so, after all, it is fortunate, as a local paper says (the *Telegraph and Charter*), "that we have an Indian navy. If the service at this moment were dissolved, and our mail communication were being conducted by a mercantile company, where would the Governor-General have to look for the means of striking an immediate and vigorous blow against the Burmese? Is it likely that we should see such a fleet of her Majesty's steamers in our harbour, ready at a few hours' notice to proceed on ser-

vice, as is composed by the five vessels of the East India Company now about to start for Birmah? We throw not. In fact, the largest steam flotilla ever yet assembled for war purposes will now, in less than a month from the departure of the squadron from Bombay, be floating on the waters of the noble river Irrawaddy, and hurling destruction on the forts and stockades in the dominions of the Golden-footed Monarch.

The following are the steam-vessels to be employed in active operations against the Burmese—no despicable force, one would imagine, even against a civilised power.—Her Majesty's steam-frigate *Hermes*: H.E.I.C.'s steam-frigates *Feroze*, *Moozuffer*, *Seostrie*, *Zenobia*, and *Semiramis*; H.E.I.C.'s steamers *Tenasserim* and *Fire Queen*, iron steamers *Phlegathon* and *Medusa*, and steam transports *Hugh Lindsay* and *Berenice*.

The following is from a Bombay paper dated Feb. 25:—

Yesterday forenoon, at ten o'clock, the Right Hon. the Governor, accompanied by Commodore Lushington, and the staff of the Indian navy, inspected the steam squadron about to proceed on service. His Lordship went first on board the *Feroze*, where he was received with manned yards. Shortly afterwards the *Moozuffer*, which has recently been refitted, made a trial of her machinery by steaming to the mouth of the harbour. His Lordship then visited the *Seostrie*, where he was welcomed, as before, with manned yards. He expressed himself highly gratified with the zeal and activity displayed in the equipment of the flotilla during the past week. On his returning to the shore, at a quarter before noon, a salute was fired from the *Hastings*.

The squadron consists of the *Feroze*, Captain H. B. Lynch; the *Moozuffer*, Commander H. H. Hewitt; the *Seostrie*, Commander C. D. Campbell; the *Berenice*, Lieutenant A. Nesbitt. These vessels sailed between 2 and 3 p.m. yesterday. Their destination in the first instance is Madras, whence they will proceed with the following troops to Rangoon.—Three companies of Artillery, H. M.'s 51st Foot and three regiments of Native Infantry. Captain Lynch, as senior officer, commands the squadron. When reinforced by the above four steam-frigates, the fleet at Rangoon will present a most formidable aspect to the Burmese.

The following appears among the Naval General Orders, promulgated yesterday:—

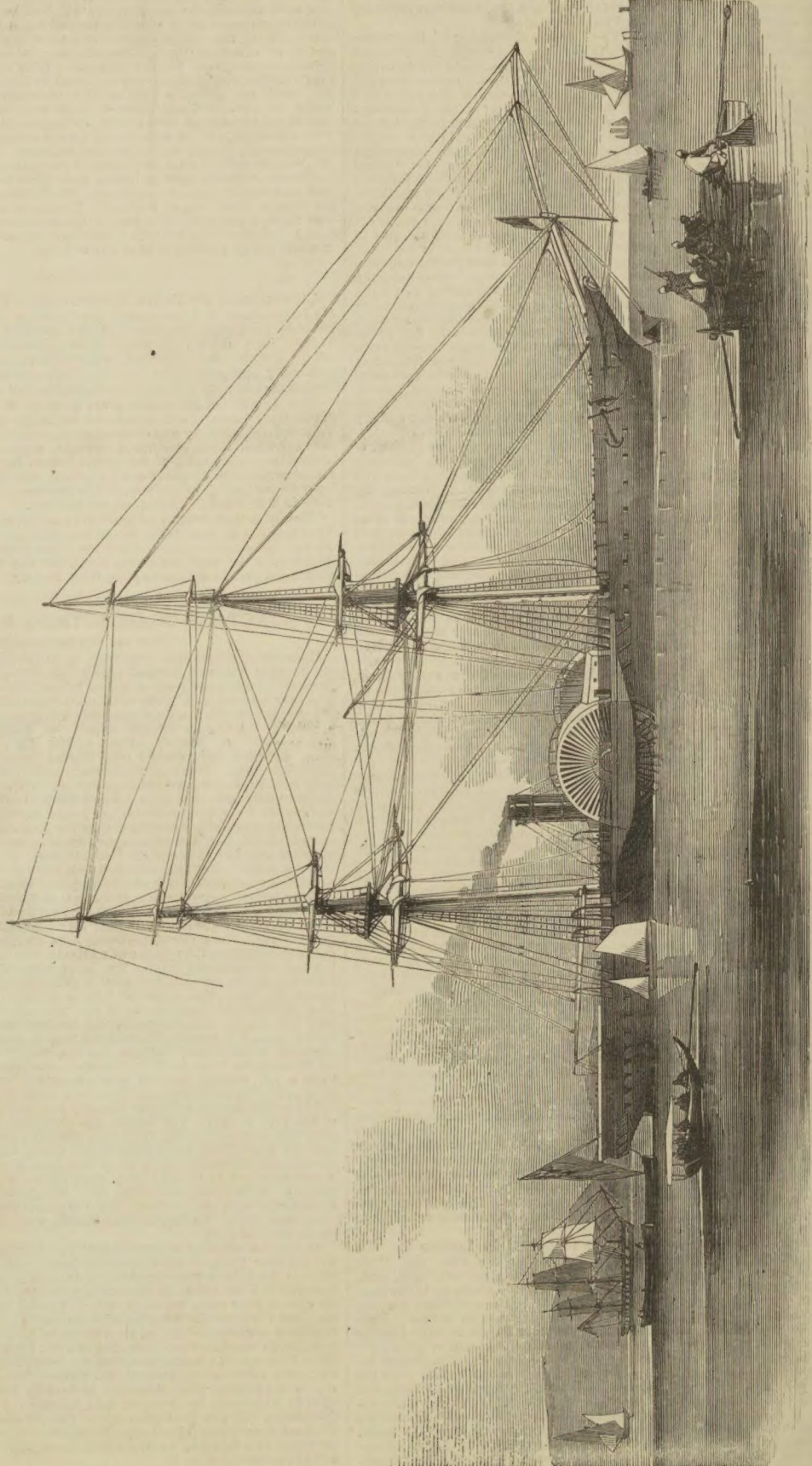
"BY COMMODORE S. LUSHINGTON, COMMANDER-IN-CHIEF OF THE INDIAN ARMY.

"Superintendent's Office, Bombay, 23d Feb., 1852.

"The Commodore Commander-in-Chief begs to congratulate the captains, officers, and crews of the ships fitting for service in the Bay of Bengal, on the highly creditable and expeditious manner in which they have been prepared for sea; he also begs to express his thanks to all the different branches of the department under his command for their zealous and active assistance.

"This order is to be read to the respective ships' companies."

The praise thus awarded by the Naval Commander-in-Chief seems to have been fully deserved.



THE STEAM-FRIGATE "FEROZE."